



7505-M008-00

TYRE-CHANGER SERIES

NAV11N - G96N G526N

INSTRUCTION MANUAL

Applicable to the following models

ROT.NV11N.201782

ROT.NV11N.205896

RAV.G96NX.206282

RAV.G96NX.206053

SPA.G526N.205940

ROT.NV11N.201904

EN

TRANSLATION OF THE
ORIGINAL INSTRUCTIONS

For spare parts drawings refer to the document "LIST OF COMPONENTS" to be requested from the manufacturer.

- For any further information please contact your local dealer or call:

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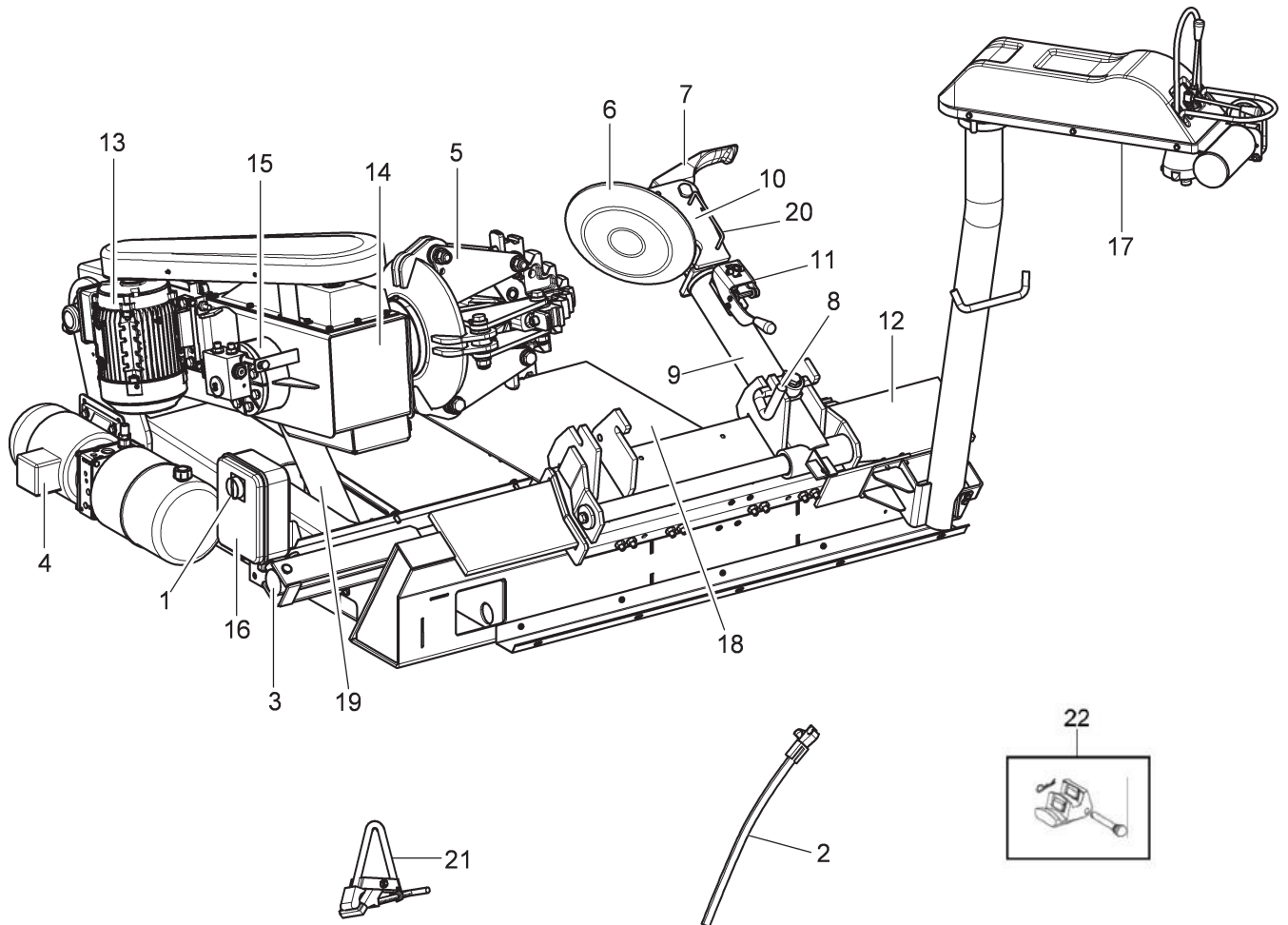


Features / Accessories	Model	ROT.NV11N.201782	ROT.NV11N.205896	RAV.G96NX.206282	RAV.G96NX.206053	SPA.G526N.205940	ROT.NV11.201904
3 Ph power supply		●		●		●	●
1 Ph power supply			●		●		

● = standard

GENERAL DESCRIPTION








Fig. 1










KEY

- | | |
|--------------------------------------|---|
| 1 - Main switch | 12 - Tools carriage |
| 2 - Bead lever | 13 - Chuck rotation motor |
| 3 - Tools carriage movement cylinder | 14 - Self-centring chuck arm |
| 4 - Hydraulic power unit | 15 - Self-centring chuck opening/closing cylinder |
| 5 - Self-centring chuck | 16 - Electric cabinet |
| 6 - Bead breaker roller | 17 - Control unit |
| 7 - Hook tool | 18 - Movable footboard |
| 8 - Coupling lever | 19 - Self-centring chuck arm cylinder |
| 9 - Tool holder arm | 20 - Tools assembly lifting handle |
| 10 - Tools assembly | 21 - Bead locking clamp (optional) |
| 11 - Quick fit tool | 22 - Clamp for alloy rim (optional) |

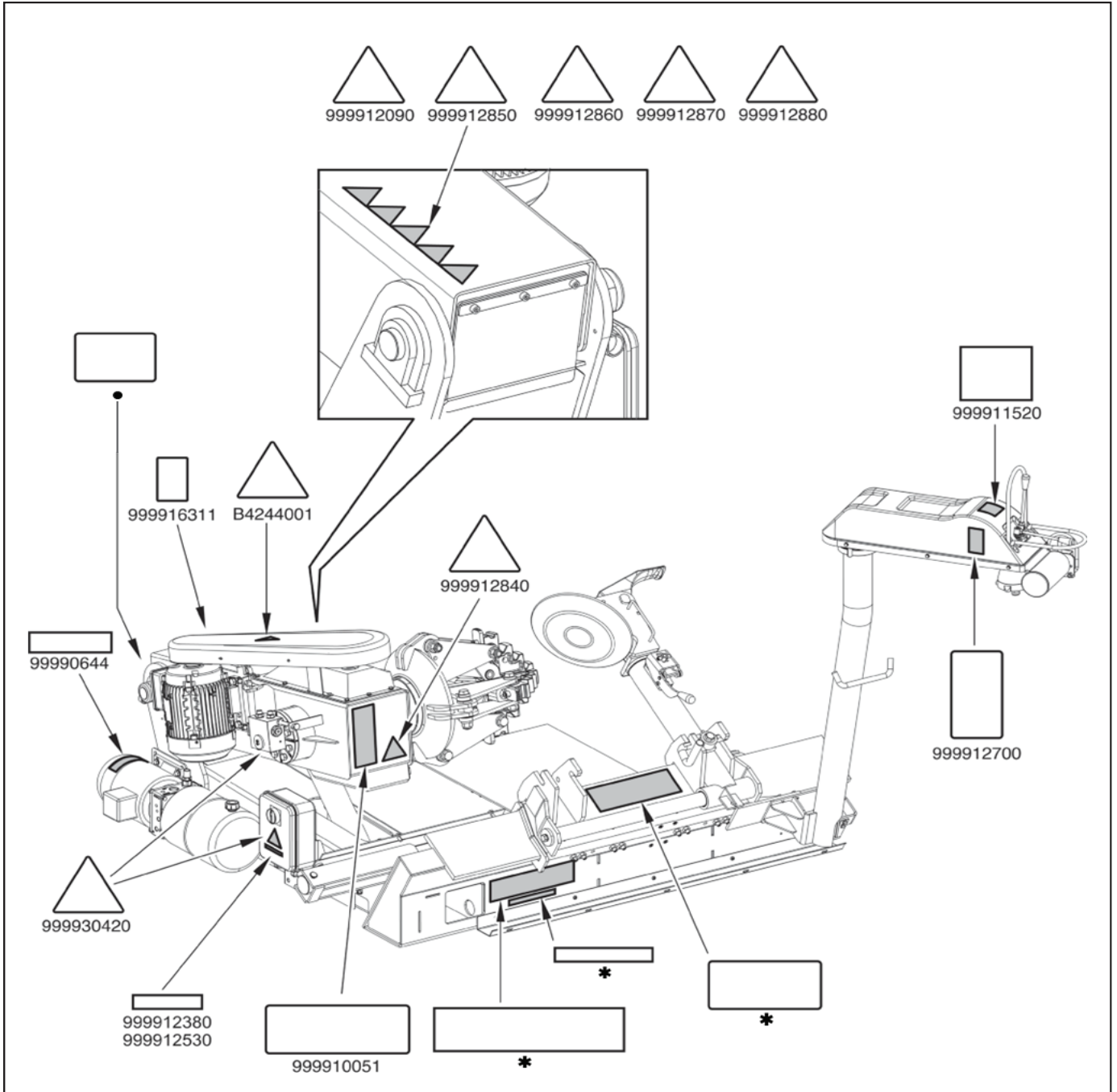
SYMBOLS USED IN THE MANUAL

Symbols	Description
	Read instruction manual.
	Wear work gloves.
	Wear work shoes.
	Wear safety goggles.
	Mandatory. Operations or jobs to be performed compulsorily.
	Warning. Be particularly careful (possible material damages).
	Danger! Be particularly careful.

Symbols	Description
	Note. Indication and/or useful information.
	Move with fork lift truck or pallet truck.
	Lift from above.
	Technical assistance necessary. Do not perform any maintenance.
	Risk of crushing and collisions (tool holder shaft).
	Danger: tyre could fall.
	Caution: hanging loads.

PLATES LOCATION DRAWING

Fig. 2



Code numbers of nameplates

B4244001	<i>Rotating parts danger nameplate</i>
99990644	<i>Chuck rotation index nameplate</i>
999910051	<i>Protection device use nameplate</i>
999911520	<i>2 levers distributor nameplate</i>
999912090	<i>Danger nameplate 6</i>
999912380	<i>400 V - 3 Ph - 50 Hz voltage nameplate (applies to models with 3 Ph power supply)</i>
999912530	<i>220 V - 1 Ph - 60 Hz voltage nameplate (applies to models with 1 Ph power supply)</i>
999912700	<i>1 lever distributor nameplate</i>
999912840	<i>Danger nameplate 1</i>
999912850	<i>Danger nameplate 2</i>
999912860	<i>Danger nameplate 3</i>
999912870	<i>Danger nameplate 4</i>
999912880	<i>Danger nameplate 5</i>
999916311	<i>Rubbish skip nameplate</i>
999913010	<i>400 V - 3 Ph+N - 50 Hz voltage nameplate</i>
999930420	<i>Electric shock danger nameplate</i>
●	<i>Serial Number plate</i>
*	<i>Manufacturer Name plate</i>



IF ONE OR MORE NAMEPLATES ARE MISSING FROM THE EQUIPMENT OR BECOMES DIFFICULT TO READ, REPLACE IT AND QUOTE ITS/THEIR PART NUMBER/S WHEN REORDERING.



SOME OF THE PICTURES IN THIS MANUAL HAVE BEEN OBTAINED FROM PICTURES OF PROTOTYPES, THEREFORE THE STANDARD PRODUCTION EQUIPMENT AND ACCESSORIES CAN BE DIFFERENT THAN PICTURED.

1.0 GENERAL INTRODUCTION

This manual is an integral part of the equipment and must be retained for the whole operating life of the equipment itself.

Carefully study this manual. It contains important instructions regarding **FUNCTIONING, SAFE USE and MAINTENANCE.**



KEEP THE MANUAL IN A KNOWN EASILY ACCESSIBLE PLACE FOR ALL SERVICE TECHNICIAN TO CONSULT IT WHENEVER IN DOUBT.



THE MANUFACTURER CAN NOT BE HELD RESPONSIBLE FOR ANY DAMAGE TO THE SHOP, EQUIPMENT OR CUSTOMER WHEEL/TYRE THAT MAY OCCUR WHEN THE INSTRUCTIONS GIVEN IN THIS MANUAL ARE NOT FOLLOWED. DISREGARDING THESE INSTRUCTIONS MAY CAUSE INJURY OR DEATH.

1.1 Introduction

Thanks for purchasing this tyre changer! The tyre changer is designed and built for professional garages. The tyre changer is easy to use with safety in mind. Following the care and maintenance outlined in this tyre changer manual your tyre changer will provide years of service.

2.0 INTENDED USE

The equipment described in this manual is a tyre changer that uses two systems:

- an electric motor coupled to a gearbox to handle the tyre rotation, and
- a hydraulic pump system to manage the locking and movement of the hydraulic cylinders with multiple assembly/disassembly tools.

The equipment is to be used only for the mounting and demounting of any type of wheel with the whole rim (drop centre and with bead) with diameters and width values mentioned in "Technical specifications" chapter. The equipment is NOT intended to be used for tyre inflation.



THIS EQUIPMENT MUST ONLY BE USED FOR THE PURPOSE FOR WHICH IT IS SPECIFICALLY DESIGNED. ANY OTHER USES ARE TO BE CONSIDERED IMPROPER AND THEREFORE UNACCEPTABLE.



THE MANUFACTURER CANNOT BE HELD RESPONSIBLE FOR ANY DAMAGES CAUSED BY IMPROPER, ERRONEOUS, OR UNACCEPTABLE USE.

2.1 Training of personnel

The machine may be operated only by suitably trained and authorized personnel.

Given the complexity of the operations necessary to manage the equipment and carry out the operations safely and efficiently, the personnel must be trained in such a way that they learn all the information necessary to operate the machine as intended by the manufacturer.



CAREFULLY READING THIS INSTRUCTION MANUAL AND A SHORT PERIOD OF TRAINING BY SKILLED PERSONNEL REPRESENT A SATISFACTORY FORM OF TRAINING.

3.0 SAFETY DEVICES



DAILY CHECK THE INTEGRITY AND THE FUNCTIONALITY OF THE SAFETY AND PROTECTION DEVICES ON THE EQUIPMENT.

The product is equipped with:

- **hold-to-run-controls** (immediate stop of operation when the control is released);
- **controls logic disposition:**
to prevent the operator from making dangerous mistakes;
- **Thermal magnetic** switch on the supply line of the oil-pressure power unit motor: avoids the motor overheating in case of intensive use;
- **maximum pressure valve** on oil-pressure pump delivery, in order to protect the whole line from overpressures caused by accidental overloads;
- **controlled check valves** on:
 - opening of self-centring chuck jaws;
 - self-centring chuck arm lifting.These valves have been fit in order to avoid unexpected movements of the jaws, hook tool or self-centring chuck arm (and, as a consequence, the wheel fall) caused by accidental oil drippings;



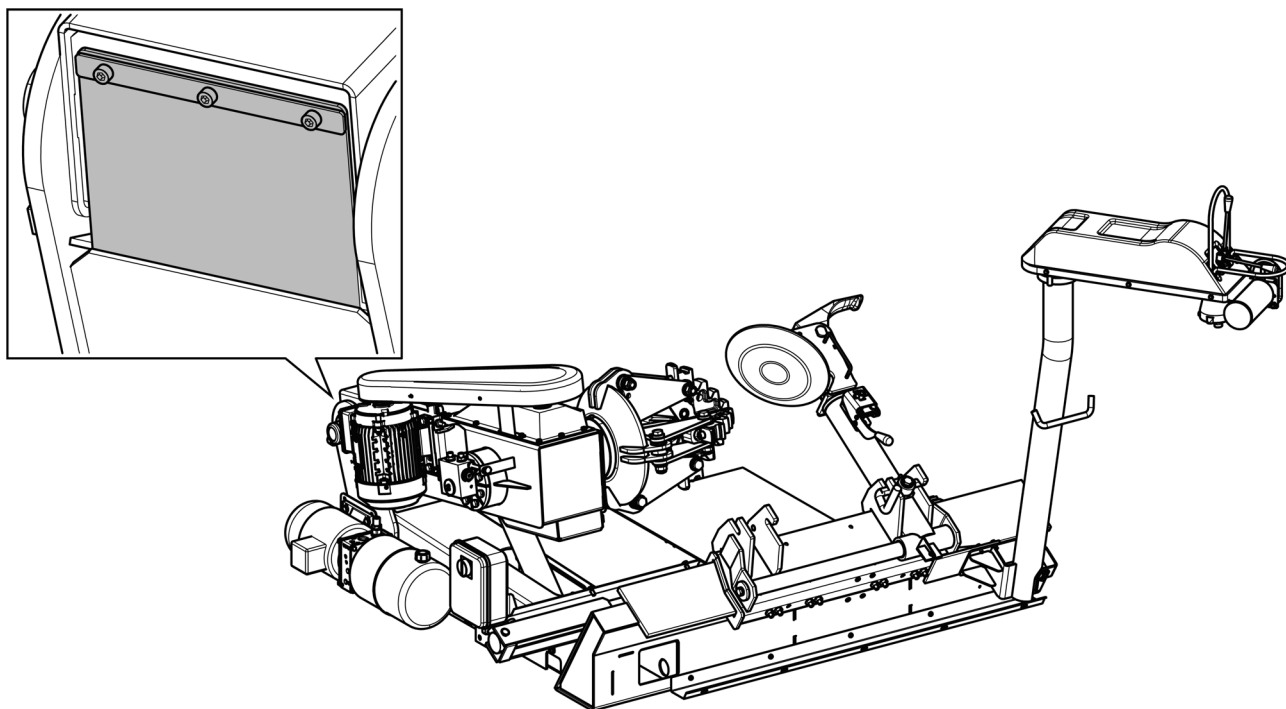
NO MODIFICATION OR CALIBRATION OF THE OPERATING PRESSURE OF THE MAXIMUM PRESSURE VALVE OR OF THE HYDRAULIC CIRCUIT PRESSURE LIMITER IS PERMITTED.

- **fuses** on the electric supply line of self-centring chuck motor;
- **automatic power supply disconnection** with the opening of the electric cabinet.
- **fixed protections and guards.**

This equipment has permanent guards installed to avoid potential risks of getting crushed, cut or squeezed. These protections have been realized after risks evaluation and after all equipment operative situations have been considered.

These protections can be identified in **Fig. 3**.

Fig. 3



3.1 Residual risks

The equipment was subjected to a complete analysis of risks according to reference standard EN ISO 12100. Risks are as reduced as possible in relation with technology and equipment functionality.

Any residual risks have been highlighted in this manual through pictograms and adhesive warning signals placed on the equipment: their location is represented in "PLATE LOCATION DRAWING" (see **Fig. 2**).

4.0 IMPORTANT SAFETY INSTRUCTIONS

When using your garage equipment, basic safety precautions should always be followed, including the following:


1. Read all instructions.
2. Care must be taken as burns can occur from touching hot parts.
3. Do not operate equipment with a damaged cord or if the equipment has been dropped or damaged – until it has been examined by a qualified service person.
4. Do not let a cord hang over the edge of the table, bench, or counter or come in contact with hot manifolds or moving fan blades.
5. If an extension cord is necessary, a cord with a current rating equal to or more than that of the equipment should be used. Cords rated for less current than the equipment may overheat. Care should be taken to arrange the cord so that it will not be tripped over or pulled.
6. Always unplug equipment from electrical outlet when not in use. Never use the cord to pull the plug from the outlet. Grasp plug and pull to disconnect.
7. Let equipment cool completely before putting away. Loop cord loosely around equipment when storing.
8. To reduce the risk of fire, do not operate equipment in the vicinity of open containers of flammable liquids (gasoline).
9. Adequate ventilation should be provided when working on operating internal combustion engines.
10. Keep hair, loose clothing, fingers, and all parts of body away from moving parts.
11. To reduce the risk of electric shock, do not use on wet surfaces or expose to rain.
12. Use only as described in this manual. Use only manufacturer's recommended attachments.
13. **ALWAYS WEAR SAFETY GLASSES.** Everyday eyeglasses only have impact resistant lenses, they are not safety glasses.


SAVE THESE INSTRUCTIONS

4.1 General safety rules




- Any tampering with or modification to the machine not previously authorized by the manufacturer exempts the latter from all responsibility for damage caused by or derived from said actions.
- Removing of or tampering with the safety devices or with the warning signals placed on the equipment leads to serious dangers and represents a transgression of European safety standards.
- The equipment may be used only in areas free from the danger of explosion or fire.
- The use of only original accessories and spare parts is advised. Our equipment is designed to function only with original accessories.
- The installation must be performed by qualified personnel in full compliance with the instructions given below.
- Ensure that there are no dangerous situations during the machine operating manoeuvres. Immediately stop the equipment if it malfunctions and contact the customer service of the authorized dealer.
- In emergency situations and before carrying out any maintenance or repairs, isolate the equipment from energy sources by disconnecting the electrical and/or pneumatic power supply using the main switch.
- Ensure that the area around the equipment is free of potentially dangerous objects and that the area is oil free since this could damage the tyre. Oil on the floor is also a slipping hazard for the operator.

 **THE MANUFACTURER DENIES ANY RESPONSIBILITY IN CASE OF DAMAGES CAUSED BY UNAUTHORIZED MODIFICATIONS OR BY THE USE OF NON ORIGINAL COMPONENTS OR EQUIPMENT.**

 **OPERATORS MUST WEAR SUITABLE WORK CLOTHES, PROTECTIVE GLASSES AND GLOVES, AGAINST THE DANGER FROM THE SPRAYING OF DANGEROUS DUST, AND POSSIBLY LOWER BACK SUPPORTS FOR THE LIFTING OF HEAVY PARTS. DANGLING OBJECTS LIKE BRACELETS MUST NOT BE WORN, AND LONG HAIR MUST BE TIED UP. FOOTWEAR SHOULD BE ADEQUATE FOR THE TYPE OF OPERATIONS TO BE CARRIED OUT.**

- The equipment handles and operating grips must be kept clean and free from oil.
- The workshop must be kept clean and dry and not in an out doors location. Make sure that the working premises are properly lit. The equipment can be operated by a single operator at a time. Unauthorized personnel must remain outside the working area, as shown in **Fig. 6**. Avoid any hazardous situations. Do not use this equipment when the shop is damp or the floor slippery and do not use this equipment out doors.
- When operating and servicing this equipment, carefully follow all in force safety and accident-prevention precautions. The equipment must not be operated by untrained personnel.

 **THE EQUIPMENT OPERATES WITH PRESSURIZED HYDRAULIC FLUID. MAKE SURE ALL FITTINGS AND HOSES ARE LEAK FREE AND IN GOOD CONDITION. ANY PRESSURIZED LEAKS MAY CAUSE SERIOUS INJURIES.**

 **ALWAYS KEEP THE HYDRAULIC CONTROLS IN THE NEUTRAL POSITION.**

5.0 PACKING AND MOBILIZATION FOR TRANSPORT



HAVE THE EQUIPMENT HANDLED BY SKILLED PERSONNEL ONLY.

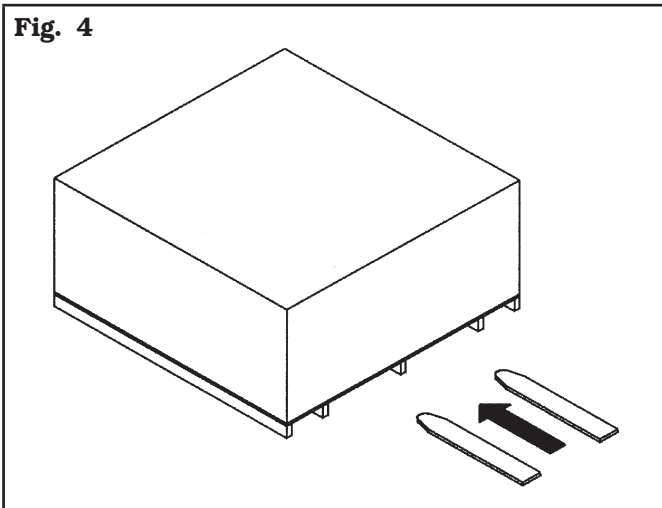
THE LIFTING EQUIPMENT MUST WITHSTAND A MINIMUM RATED LOAD EQUAL TO THE WEIGHT OF THE PACKED EQUIPMENT (SEE PARAGRAPH "TECHNICAL SPECIFICATIONS").

The equipment is supplied completely assembled, packed in a cardboard box.

Movement must be by pallet-lift or fork-lift trolley.

Lift the packaging as indicated in **Fig. 4** (forks introduced in the middle to ensure a correct loads distribution).

Fig. 4



6.0 UNPACKING



DURING UNPACKING, ALWAYS WEAR GLOVES TO PREVENT ANY INJURY CAUSED BY CONTACT WITH PACKAGING MATERIAL (NAILS, ETC.).




After removing the packing, and in the case of the equipment packed fully assembled, check that the machine is complete and that there is no visible damage. If in doubt **do not use the equipment** and refer to professionally qualified personnel (to the seller). The packaging elements (plastic bags, polystyrene foam, nails, bolts, wood, etc.) must be collected up and disposed of through according to the in force laws, except for the pallet, which could be used again for subsequent equipment handling.



THE BOX CONTAINING THE ACCESSORIES IS CONTAINED IN THE WRAPPING. DO NOT THROW IT AWAY WITH THE PACKING.

7.0 MOBILIZATION

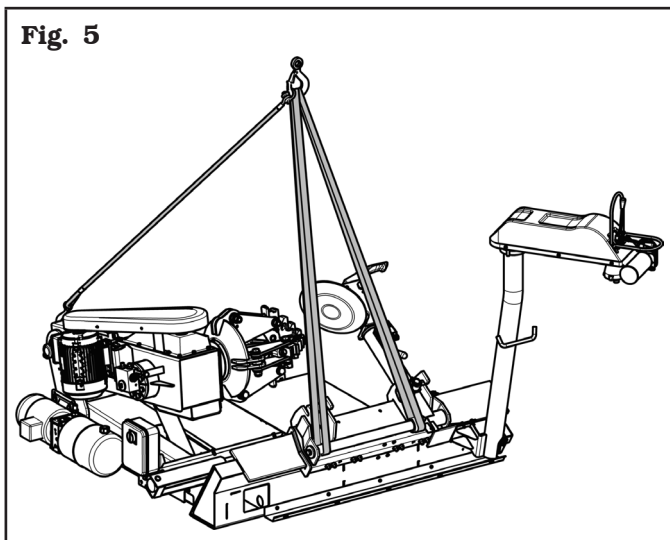
If the equipment has to be moved.



THE LIFTING EQUIPMENT MUST WITHSTAND A MINIMUM RATED LOAD EQUAL TO THE WEIGHT OF THE EQUIPMENT (SEE PARAGRAPH TECHNICAL SPECIFICATIONS). NON FAR ALLOW THE LIFTED EQUIPMENT TO SWING.

If the equipment has to be moved from its normal work post the transport must be conducted by following the instructions listed below.

- Protect the exposed corners with suitable material (bubble wrap/cardboard).
- Do not use metallic cables for lifting.
- Move the self-centring chuck to completely lowered position and in the centre of the equipment in order to ensure a correct load balancing.
- Move the tool carriage to limit switch towards the chuck.
- Disconnect all equipment power supply sources;
- Sling with three sufficiently long belts (300 cm - 118.11" at least) and with capacity load at least equal to equipment weight (see **Fig. 5**).
- Lift and transport with suitable device with adequate dimensions.



8.0 WORKING ENVIRONMENT CONDITIONS

The equipment must be operated under proper conditions as follows:

- temperature: +5 °C - +40 °C (+41 °F - +104 °F);
- relative humidity: 30 - 95% (dew-free);
- atmospheric pressure: 860 - 1060 hPa (mbar) (12.5 - 15.4 psi).

The use of the equipment in ambient conditions other than those specified above is only allowed after prior agreement with and approval of the manufacturer.

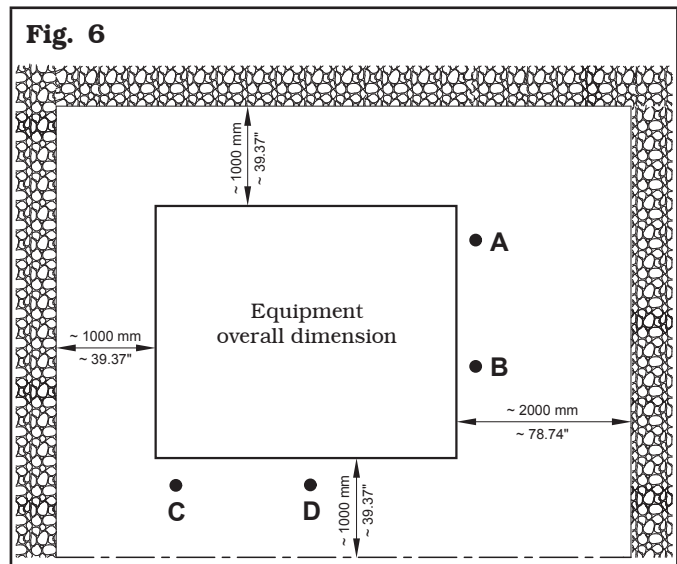
8.1 Work position

In **Fig. 6** it's possible to define work positions **A**, **B**, **C**, **D**, which will be referred to in the description of equipment operative phases.

Positions **A** and **B** must be considered as main positions for tyre mounting and demounting and for wheel clamping on the chuck, while positions **C** and **D** are the best positions to follow tyre bead breaking and demounting operations.

Working in these positions allows better precision and speed during operating phases as well as greater safety for the operator.

8.2 Installation space





USE THE EQUIPMENT IN A DRY AND SUFFICIENTLY ILLUMINATED PLACE, CLOSED, PROTECTED FROM ALL WEATHER CONDITIONS AND COMPLYING WITH THE REGULATIONS IN FORCE REGARDING WORK SAFETY.

The location of the equipment requires a usable space as indicated in **Fig. 6**. The positioning of the equipment must be executed according to the distances shown. From the control position the operator is able to observe all the equipment and surrounding area. Operator must prevent unauthorized personnel or objects that could be dangerous from entering the area. The equipment must be secured to a flat floor surface, preferably of cement or tiled. Avoid yielding or irregular surfaces.

The equipment base floor must be able to support the loads transmitted during operation. This surface must have a capacity load of at least 500 kg/m² (100 lb/ft²). The depth of the solid floor must guarantee the tightness of the anchor plugs.

8.3 Lighting

The equipment must be placed in a sufficiently lit environment in compliance with current regulations.

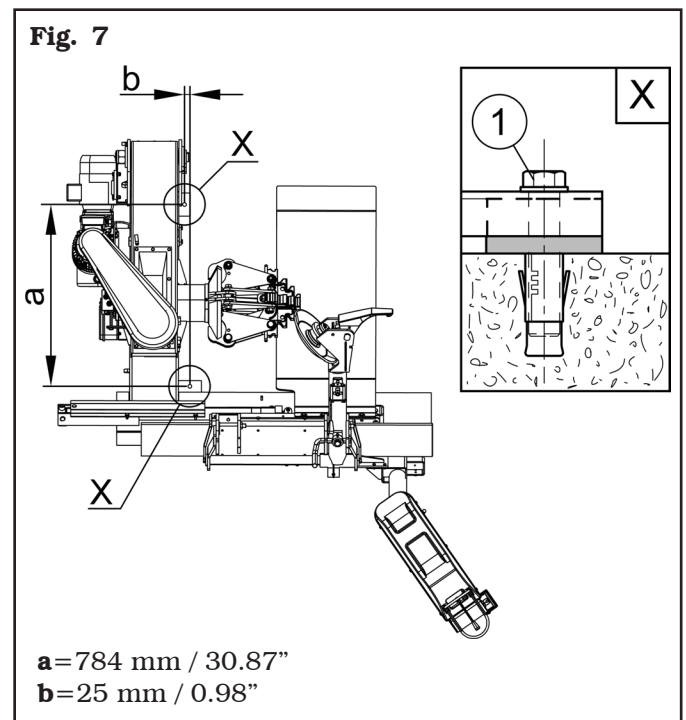
9.0 ASSEMBLY AND PREPARATION FOR USE



ALL EQUIPMENT ASSEMBLY OR ADJUSTMENTS MUST BE CARRIED OUT BY PROFESSIONALLY QUALIFIED STAFF.

9.1 Anchoring system

The packed equipment is secured to the support pallet through the holes on the frame and indicated in the figure below. These holes can be used to secure the equipment to the floor, using suitable concrete anchors (not included). Before concrete anchoring to floor, check that all the anchor points are flat, or level in contact with the floor. If not, shim between the equipment and the floor, as indicated in **Fig. 7**.




- To secure the equipment to the floor, use anchoring bolts/studs (**Fig. 7 ref. 1**) with a threaded shank M12 (UNC 1/2-13) suitable for the floor on which the tyre changer will be secured and in a number equal to the number of mounting holes on the bottom frame;
- drill holes in the floor, suitable for inserting the chosen anchors, in correspondence with the holes on the bottom frame;
- insert the anchors into the holes drilled in the floor through the holes on the bottom frame and tighten the anchors;
- tighten the anchors on the base frame and torque as indicated by the manufacturer of the anchors.


10.0 ELECTRICAL CONNECTIONS


The equipment is supplied with a cable. A plug corresponding to the following requirements must be connected to the cable:


 **ALL ELECTRICAL CONNECTIONS ARE TO BE DONE BY QUALIFIED PERSONNEL ONLY.**

 **BEFORE CONNECTING THE EQUIPMENT MAKE SURE THAT:**

- **POWER LINE SPECIFICATIONS CORRESPOND TO EQUIPMENT REQUIREMENTS AS SHOWN ON THE MACHINE NAMEPLATE;**
- **ALL MAIN POWER COMPONENTS ARE IN GOOD CONDITION;**
- **THE ELECTRICAL SYSTEM IS PROPERLY GROUNDED (GROUND WIRE MUST BE THE SAME CROSS-SECTION AREA AS THE LARGEST POWER SUPPLY CABLES OR GREATER);**
- **MAKE SURE THAT THE ELECTRICAL SYSTEM FEATURES A PADLOCKABLE MAIN SWITCH AND A CUTOUT WITH DIFFERENTIAL PROTECTION SET AT 30 mA.**

 **FIT A TYPE-APPROVED (AS REPORTED BEFORE) PLUG TO THE EQUIPMENT CABLE (THE GROUND WIRE IS YELLOW/GREEN AND MUST NEVER BE CONNECTED TO ONE OF THE PHASE LEADS OR TO THE NEUTRAL).**

 **MAKE SURE THAT THE ELECTRICAL SYSTEM IS COMPATIBLE WITH THE RATED POWER REQUIREMENTS SPECIFIED IN THIS MANUAL AND APT TO ENSURE THAT VOLTAGE DROP UNDER FULL LOAD WILL NOT EXCEED 4% OF RATED VOLTAGE (10% UPON START-UP).**

 **FAILURE TO OBSERVE THE ABOVE INSTRUCTIONS WILL IMMEDIATELY INVALIDATE THE WARRANTY AND MAY DAMAGE THE EQUIPMENT.**

Motor power supply	Conformity standard	Voltage	Amperage	Poles	Minimum IP rating
3 Ph power supply single-speed motor	IEC 309	400V	16A	3 Poles + Ground OR 3P + N + PE	IP 44
1 Ph power supply single-speed motor		230V	25A	2 Poles + Ground	

10.1 Oil check on oil-pressure power unit



THE OIL-PRESSURE POWER UNIT IS DELIVERED WITHOUT HYDRAULIC OIL, THEREFORE MAKE SURE THE TANK PROVIDED IS FILLED WITH AN APPROXIMATE AMOUNT OF OIL OF 4 LITRES (1 GALLON), ALWAYS BEING CAREFUL NOT TO SPILL IT OUTSIDE THE TANK.

USE HYDRAULIC OIL WITH A VISCOSITY DEGREE APPROPRIATE TO THE AVERAGE TEMPERATURES IN THE INSTALLATION COUNTRY AND IN PARTICULAR:

- **VISCOSITY 32 (OR COUNTRIES WITH ROOM TEMPERATURE FROM 0 °C - +30 °C (+32 °F - +86 °F));**
- **VISCOSITY 46 (FOR COUNTRIES WITH ROOM TEMPERATURE ABOVE +30 °C (+86 °F)).**

10.2 Check of motor rotation direction

Once the last electrical connection has been completed, power the equipment with the main switch. Make sure the motor of the hydraulic power unit rotates in the direction indicated by the arrow (**Fig. 8 ref. B**) visible on the electric motor cap. If rotation should occur in the opposite direction, the equipment must be immediately stopped and phase inversion must be executed inside the plug connection in order to reset the correct rotation direction.



FAILURE TO OBSERVE THE ABOVE INSTRUCTIONS WILL IMMEDIATELY INVALIDATE THE WARRANTY.

10.3 Electrical checks



BEFORE STARTING UP THE TYRE-CHANGER, BE SURE TO BECOME FAMILIAR WITH THE LOCATION AND OPERATION OF ALL CONTROLS AND CHECK THEIR PROPER OPERATION (SEE PAR. "CONTROLS").

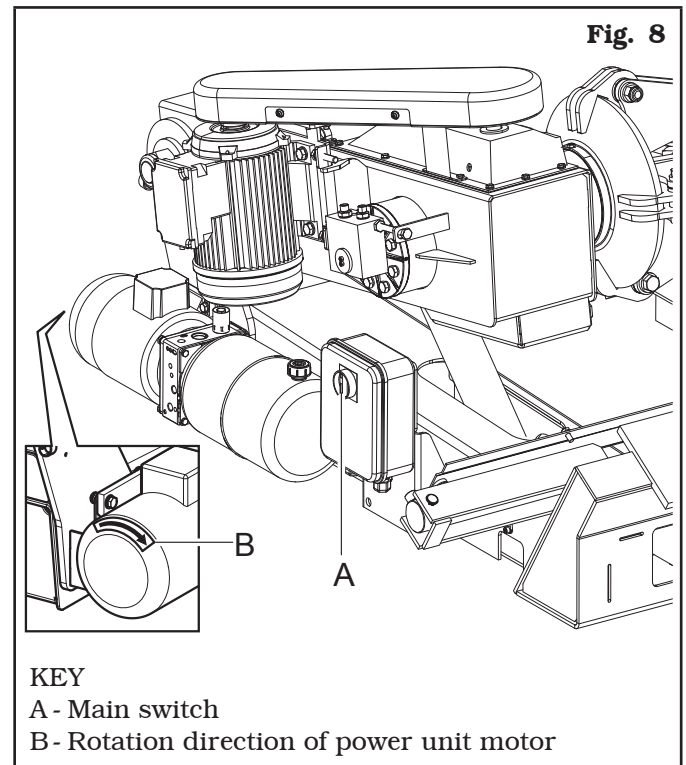


CARRY OUT A DAILY CHECK OF THE HOLD-TO-RUN CONTROL CONTROLS FOR PROPER FUNCTIONING, BEFORE STARTING EQUIPMENT OPERATION.

Once the plug/socket connection has been made, turn on the equipment using the main switch (**Fig. 8 ref. A**).



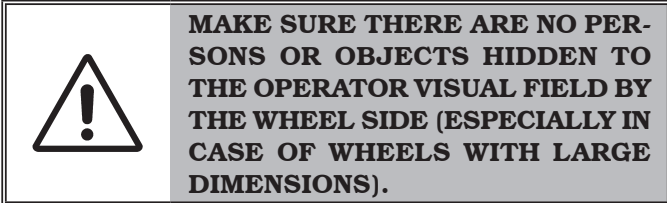
ONCE THE ASSEMBLY OPERATIONS HAVE BEEN COMPLETED, CHECK ALL EQUIPMENT FUNCTIONS.



11.0 CONTROLS

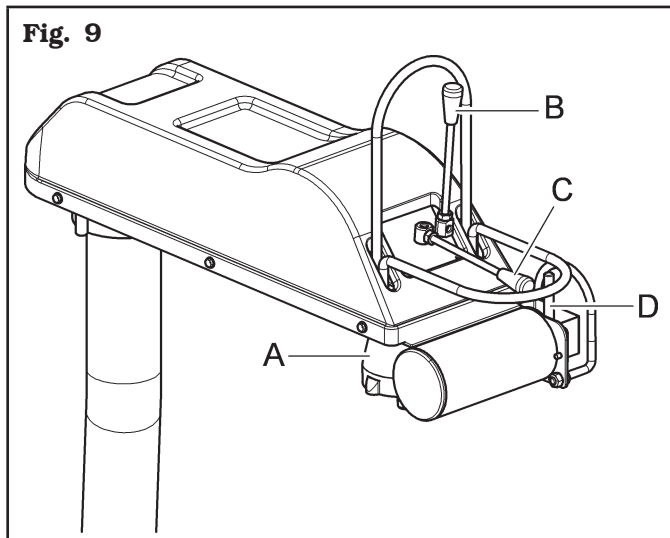
11.1 Control device

The control (handle control) can be moved according to the positioning necessities of the operator.



The control (**Fig. 9**) consists of:

- **“A” lower selector** (with guard) for self-centring chuck open/close control with three positions: one central position “stable” to stop self-centring chuck open/close movement and two positions “with maintained control” to open/close self-centring chuck jaws;
- **“B” lever** three-positions control for tool carriage movement: a central “firm” position for movement stop and two “hold activation” positions for carriage movement towards the chuck and return;
- **“C” lever** three-positions control for vertical movement of self-centring chuck arm: central “firm” position for movement stop and two “hold activation” positions for arm up and down movement;
- **“D” lever** control self-centring chuck anticlockwise/clockwise rotation.



12.0 USE OF THE EQUIPMENT

12.1 Precaution measures during tyre removal and fitting



Before fitting a tyre, observe the following safety rules:

- rim and tyre must always be clean, dry and in good condition; if necessary, clean the rims and check that:
 - neither the beads, the sidewalls nor the tread of the tyre are damaged;
 - the rim does not have any dents and/or deformations;
- adequately lubricate the contact surface of rim and the tyre beads, using specific tyre lubricants only;
- replace the inner tube or rim valve with a new valve, if the tyre pipe has a metal valve, replace the grommet;
- always make sure that tyre and rim sizes are correct for their coupling; never fit a tyre unless you are sure it is of the right size (the rated size of rim and tyre is usually printed directly on them);
- do not use compressed air or water jets to clean the wheels on the equipment.



FITTING A TYRE WITH A DAMAGED BEAD, TREAD AND/OR SIDEWALL ON A WHEEL RIM REDUCES THE SAFETY OF A VEHICLE AND CAN LEAD TO TRAFFIC ACCIDENTS, SERIOUS INJURY OR EVEN DEATH.

IF A TYRE BEAD, TREAD OR SIDEWALL IS DAMAGED DURING REMOVAL, NEVER REFIT THE TYRE ONTO A WHEEL.

IF YOU SUSPECT THAT A BEAD, TREAD OR SIDEWALL OF A TYRE MAY HAVE BEEN DAMAGED DURING FITTING, REMOVE THE TYRE AND INSPECT IT CAREFULLY. NEVER REFIT IT TO A WHEEL IF A BEAD, TREAD OR SIDEWALL IS DAMAGED.



THE USE OF AN INADEQUATE, WORN OR OTHERWISE DAMAGED LEVER TO REMOVE TYRE BEADS MAY LEAD TO DAMAGE TO A BEAD AND/OR A TYRE SIDEWALL, REDUCING THE SAFETY OF A VEHICLE EQUIPPED WITH THE TYRE ITSELF.

ONLY USE THE LEVER SUPPLIED WITH THE EQUIPMENT AND CHECK ITS CONDITION BEFORE EACH DISASSEMBLY.

IF IT IS WORN OR OTHERWISE DAMAGED, DO NOT USE IT TO REMOVE THE TYRE, BUT REPLACE IT WITH A LEVER SUPPLIED BY THE EQUIPMENT MANUFACTURER OR ONE OF ITS AUTHORIZED DISTRIBUTORS.



INADEQUATE LUBRICATION OF THE TYRE, THE RIM, THE HOOK TOOL AND/OR THE LEVER CAN CAUSE AN ABNORMAL FRICTION BETWEEN THE TYRE AND THESE ELEMENTS DURING THE DISASSEMBLY AND/OR ASSEMBLY OF THE TYRE AND CAUSE DAMAGE TO THE TYRE ITSELF, REDUCING THE SAFETY OF A VEHICLE EQUIPPED WITH THE TYRE.

ALWAYS LUBRICATE THESE ELEMENTS THOROUGHLY USING A SPECIFIC LUBRICANT FOR TYRES, FOLLOWING THE INDICATIONS CONTAINED IN THIS MANUAL.



FAILURE TO INSERT A SUITABLE SECTION OF A BEAD INSIDE THE RIM DROP CENTRE, AS INDICATED IN THIS MANUAL DURING THE FITTING OR REMOVAL OF THE BEAD, RESULTS IN AN ABNORMAL TENSION ON THE BEAD.

THIS CAN CAUSE DAMAGE TO THE BEAD AND/OR THE SIDEWALL OF THE TYRE TO WHICH THE BEAD IS CONNECTED, REDUCING THE SAFETY OF A VEHICLE EQUIPPED WITH THE TYRE.

ALWAYS FOLLOW THE DIRECTIONS IN THE MANUAL REGARDING ALIGNMENT OF A SECTION OF A BEAD TO THE RIM DROP CENTRE.

DO NOT PROCEED WITH THE REMOVAL OR INSTALLATION OF A BEAD IF YOU ARE NOT ABLE TO ALIGN A SECTION OF A BEAD WITH THE RIM DROP CENTRE AS INDICATED IN THIS MANUAL.


12.2 Preliminary operations

In view of the tyre changer structure and of its intended use, the operator must work with wheels with large diameter (up to 1640 mm - 64.57") and heavy wheels (up to 1500 kg - 3307 lbs).

The utmost care while moving the wheels is recommended: make use of other operators, properly trained and with suitable clothes.

12.3 Preparing the wheel


- Remove the wheel balancing weights from both sides of the wheel.




REMOVE THE VALVE STEM AND ALLOW THE TYRE TO COMPLETELY DEFLATE.

- Establish from which side the tyre should be demounted, checking the position of the drop centre.
- Find the rim locking type.


12.4 Wheel clamping




DUE TO THE SIZE AND WEIGHT OF THE WHEEL/TYRE, MAKE USE OF A SECOND OPERATOR TO HOLD THE WHEEL INTO VERTICAL POSITION, IN ORDER TO ENSURE SAFE OPERATIVE CONDITIONS.



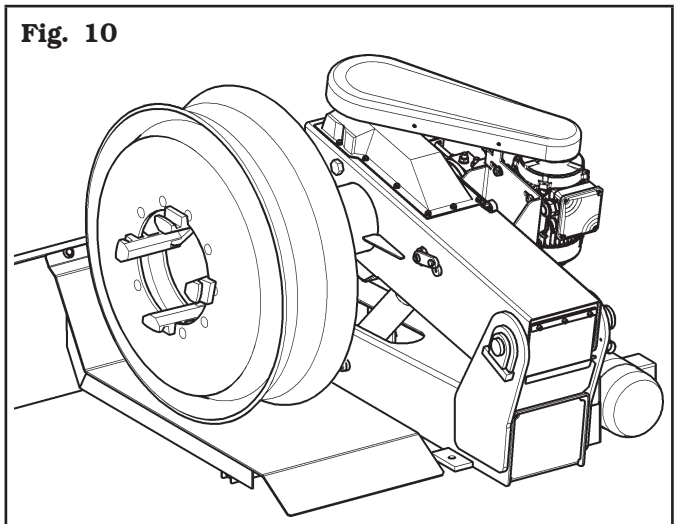
WHEN HANDLING WHEELS WEIGHING MORE THAN 500 Kg (1102 lbs) A FORK-LIFT TRUCK OR A CRANE SHOULD BE USED.



MAKE SURE THAT RIM CLAMPING IS DONE PROPERLY AND THAT THE GRIP IS SECURE, TO PREVENT THE WHEEL FROM FALLING DURING MOUNTING OR REMOVAL OPERATIONS.

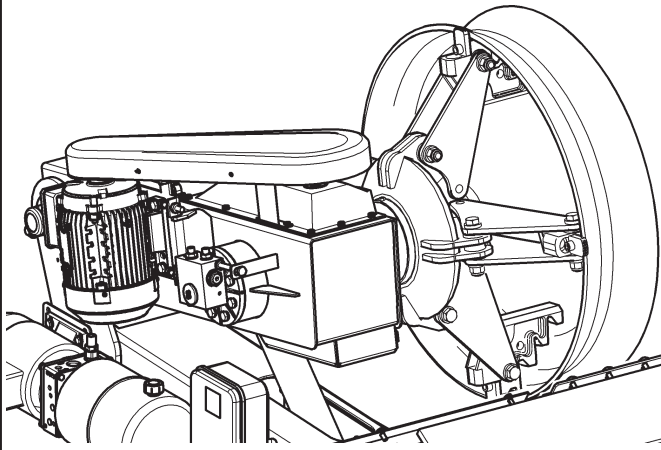


DO NOT CHANGE THE SET OPERATING PRESSURE VALUE USING THE MAXIMUM PRESSURE VALVES. THE MANUFACTURER SHALL NOT BE RESPONSIBLE FOR INJURY OR DAMAGE ARISING FROM UNAUTHORIZED CHANGES.



Clamping on the central hole

Fig. 11



Clamping on bead seat



OPENING/CLOSING MOVEMENT OF THE SELF-CENTRING CHUCK CAN GENERATE DANGER OF SQUASHING, CUTTING, COMPRESSION. DURING WHEEL LOCKING/UNLOCKING PHASE, AVOID THAT PARTS OF HUMAN BODY COME INTO CONTACT WITH MOVING PARTS OF THE MACHINE.

All wheels must be clamped from the inside.



CLAMPING ON THE CENTRAL FLANGE IS ALWAYS SAFEST.



FOR WHEELS WITH DROP CENTRE RIMS SECURE THE WHEEL SO THAT THE DROP CENTRE IS FACING OUTWARDS COMPARED TO THE SELF-CENTRING CHUCK.

If it is not possible to clamp the rim in the hole of the disc, clamp on the bead seat close to the disc.



TO SECURE WHEELS WITH ALLOY RIMS ADDITIONAL PROTECTIVE JAWS ARE AVAILABLE. THEY ALLOW YOU TO WORK ON THE RIMS WITHOUT DAMAGING THEM. THE PROTECTIVE JAWS ARE FITTED ONTO SELF-CENTRING CHUCK NORMAL JAWS USING A BAYONET CONNECTION.

To clamp the wheel proceed as follows:

1. manually move the tool holder arm to "out of work" position (**Fig. 13 ref. 1**);
2. move the movable footboard (**Fig. 1 ref. 18**) outside. Make the wheel rotate on the same footboard;
3. place the self-centring chuck (**Fig. 1 ref. 5**) approximately in the centre of the wheel; move the footboard towards the self-centring chuck and centre the wheel on it, in the most suitable position using the corresponding control levers;
4. adjust the opening of the self-centring chuck through the corresponding control (**Fig. 9 ref. A**) according to the type of rim to be locked;
5. lock the rim with the self-centring chuck (**Fig. 1 ref. 5**);
6. make sure the rim is always correctly locked and centred, and the wheel is lifted from the equipment platform, in order to prevent the rim from slipping in the following operations.



KEEP ON OPERATING RIM CLAMPING CONTROL, UNTIL REACHING THE MAX. OPERATING PRESSURE (150 bar - 2176 psi), WHICH CAN BE CHECKED USING THE PRESSURE GAUGE.

To avoid damages or scratches on light alloy rims, the special jaws supplied with the tyre changer as an optional should be used.



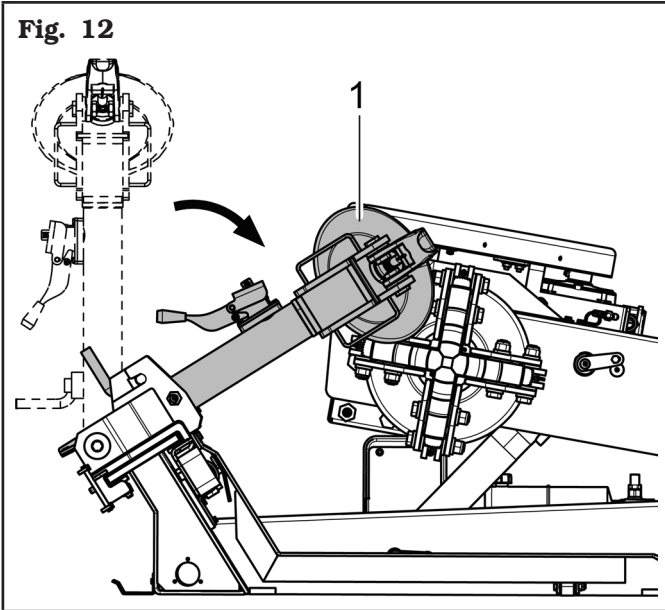
AFTER COMPLETION OF TYRE MOUNT/DEMOUNT OPERATIONS DO NOT LEAVE THE WHEEL CLAMPED ON THE SELF-CENTRING CHUCK AND NEVER LEAVE IT UNATTENDED.

12.5 Functioning of tool holder arm

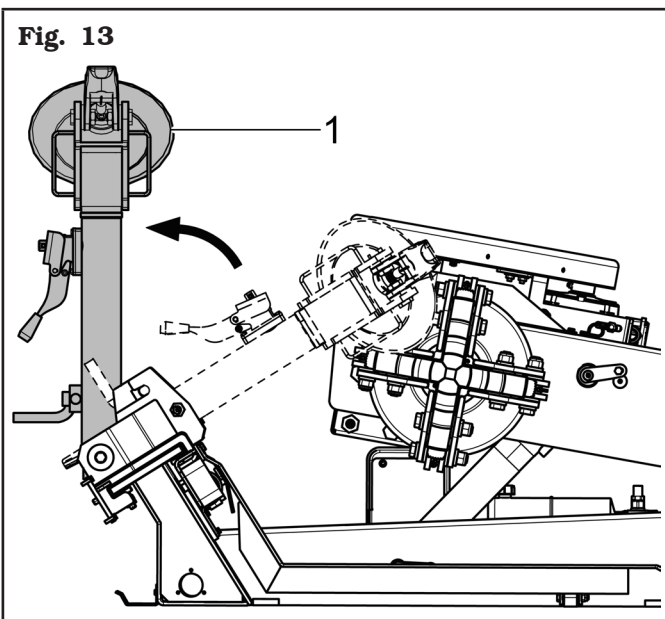
During the working phases, the tool holder arm can maintain two firm positions, that is:

- 1) "working" position;
- 2) "out of work" position.

In "working" position (**Fig. 12 ref. 1**) the tool holder arm is lowered towards the self-centring chuck and from this position it must carry out the various tyre bead breaking, demounting and mounting operations.



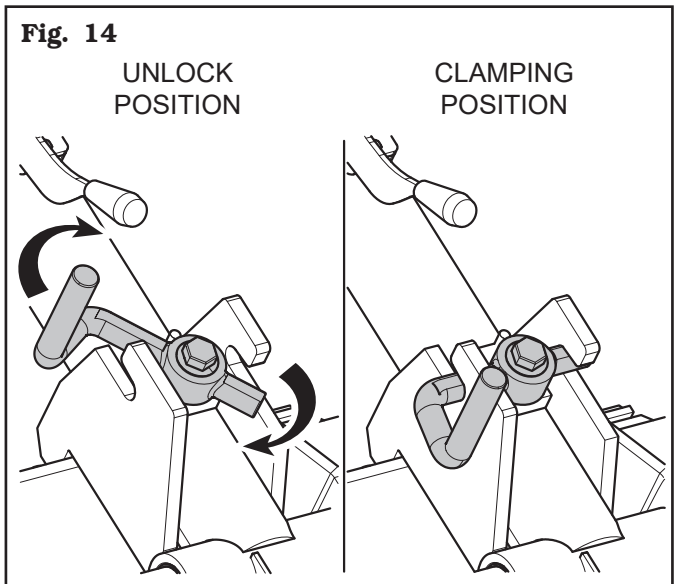
In "out of work" position (**Fig. 13 ref. 1**): the tool holder arm is in vertical position and has to be brought in this position every time it is not in use and in order to be shifted from one tyre side to another, during the different working phases.



The tool holder arm, shifts from "out of work" position to "working" position and vice versa manually.

IN WORK POSITION, THE COUPLING LEVER (FIG. 1 REF. 8) MUST BE CORRECTLY HOOKED TO THE TOOL CARRIAGE CLAMPING PROFILES (SEE FIG. 14).

When the tool holder arm is to "out of work" position, it can be laterally shifted in manual mode in one of the two pre-set positions on the carriage, so that it can better positioned (according to the operations to be performed afterwards) before it reaches "working" position again.



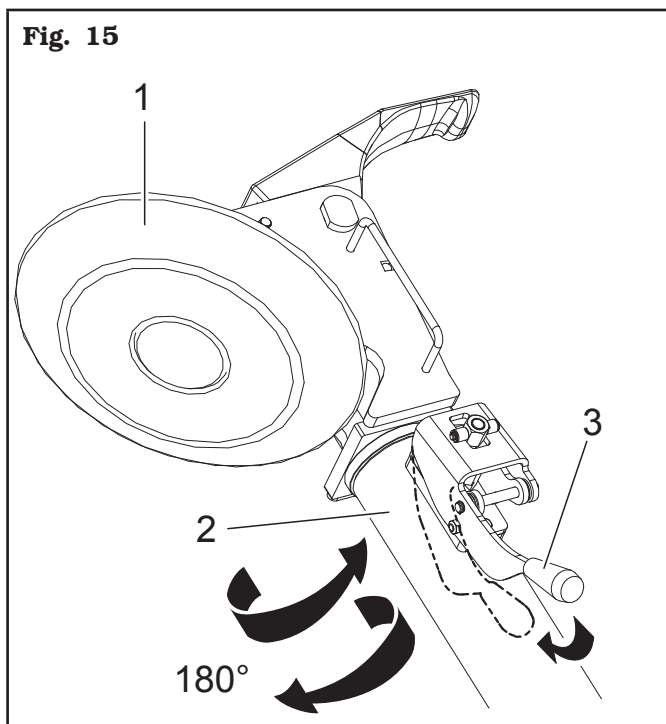
12.5.1 Tools rotation



THE FOLLOWING OPERATIONS MUST BE CARRIED OUT WITH THE TOOLS HEAD IN "OUT OF WORK" POSITION.

The product is equipped with a Quick-fit tool, remarkably facilitating the tools assembly rotation operations. Here follows the description of these operations.

In order to rotate the hook tool head (**Fig. 15 ref. 1**) just push the unlocking lever (**Fig. 15 ref. 3**) towards the tool arm (**Fig. 15 ref. 2**). When the new work position of the head is reached (**Fig. 15 ref. 1**) the lever (**Fig. 15 ref. 3**) automatically inserts locking its rotation.



12.6 Tubeless tyres

12.6.1 Bead breaking



NEVER PLACE ANY PART OF YOUR BODY BETWEEN THE TOOLS ASSEMBLY AND THE TYRE.



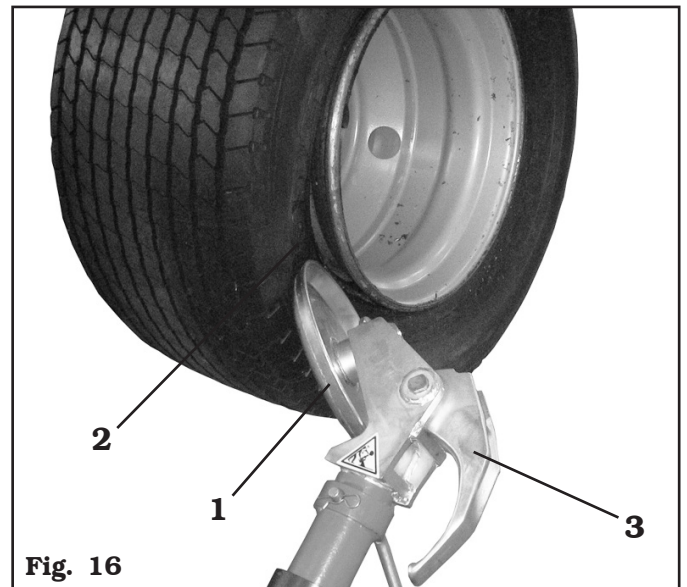
THROUGHOUT TYRE MOUNTING/DEMOUNTING OPERATIONS, CHECK THAT THE SELF-CENTRING CHUCK CLAMPING PRESSURE IS CLOSE TO THE MAX. OPERATING VALUE (150 bar - 2176 psi).

1. Lock the wheel on the self-centring chuck as described in the previous paragraph;
2. remove all balancing weights from the rim. Extract the valve and let air out of tyre;
3. move to work position **C** (**Fig. 6**);
4. tool holder arm into "work" position (coupling lever introduced, see **Fig. 14**);



ALWAYS MAKE SURE THAT THE ARM IS CORRECTLY HOOKED TO CARRIAGE.

5. place as shown in **Fig. 16** the bead breaker roller (**Fig. 16 ref. 1**) using the relevant handle control; the outer profile of the rim (**Fig. 16 ref. 2**) must almost touch the bead breaker roller;



THE BEAD BREAKER ROLLER MUST NOT EXERT PRESSURE ON THE RIM BUT ON THE TYRE BEAD.

6. turn the chuck counterclockwise and, at the same time, gradually move the tool carriage inwards to bead the tyre. Carry on with self-centring chuck rotation, while generously lubricating tyre rim and bead with a suitable lubricant. To avoid risks, lubricate the beads by turning clockwise if you are working on the outer side or counterclockwise if you are working on the inner side. The more the tyre adheres to the rim; the slower should the bead breaker roller advance.

USE ONLY TYRE LUBRICANTS. SUITABLE LUBRICANTS CONTAIN NO WATER, HYDROCARBONS, OR SILICON.

7. once external beading has been carried out, unhook and lift the tool holder arm setting it to "out of work" position (**Fig. 13 ref. 1**); use the handle control to position the tool holder arm on the inner side of the wheel, then set it to work position (**Fig. 12 ref. 1**) and secure it with the special coupling lever;

PAY ATTENTION WHEN REPOSITIONING THE TOOL HOLDER ARM TO AVOID HAND CRUSHING.

8. carry out the tools holder head 180° rotation according to the descriptions of the relevant paragraph, so that the bead breaker roller (**Fig. 17 ref. 1**) is placed against the rim edge (**Fig. 17 ref. 2**);

9. move to work position **D** (**Fig. 6**) and repeat the operations described in points 5, 6 until the tyre has been completely beaded.

Throughout beading operations it is advisable to bend the hook tool (**Fig. 16** and **17 ref. 3**) back to itself to avoid obstacles during the operating phases.

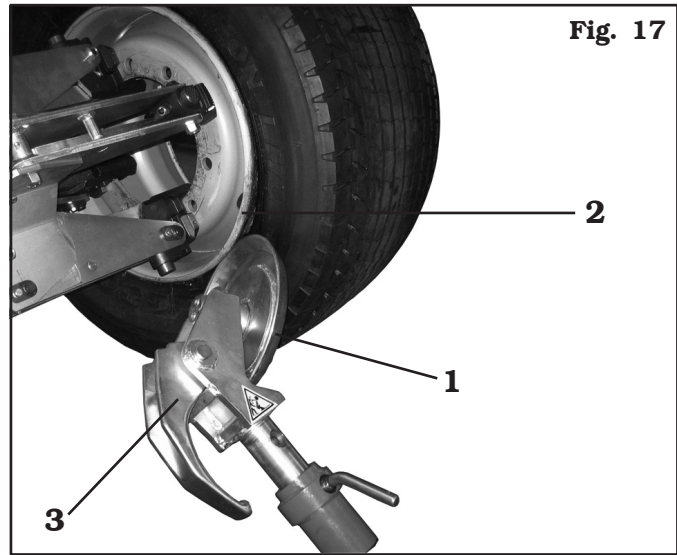


Fig. 17

12.6.2 Demounting

THROUGHOUT TYRE MOUNTING/DEMOUNTING OPERATIONS, CHECK THAT THE SELF-CENTRING CHUCK CLAMPING PRESSURE IS CLOSE TO THE MAX. OPERATING VALUE (150 bar - 2176 psi).

Tubeless tyres can be removed in two ways:

1. If the wheel does not present particular problems, continuing beading operation will completely dislodge the beads from the rim. The inner bead, pushed by the roller, presses against the outer one till it has been completely removed (see **Fig. 18**).



Fig. 18

2. If the wheel is especially hard, it is not possible to carry out the procedure described in point 1. A different procedure will be necessary: use the hook tool and follow this sequence of operations:

- move to work position **C (Fig. 6)**;
- position the tool holder arm on the outer side of the wheel and bring forward the hook tool, inserting it between rim and bead until it is secured to the bead itself (see **Fig. 19**);

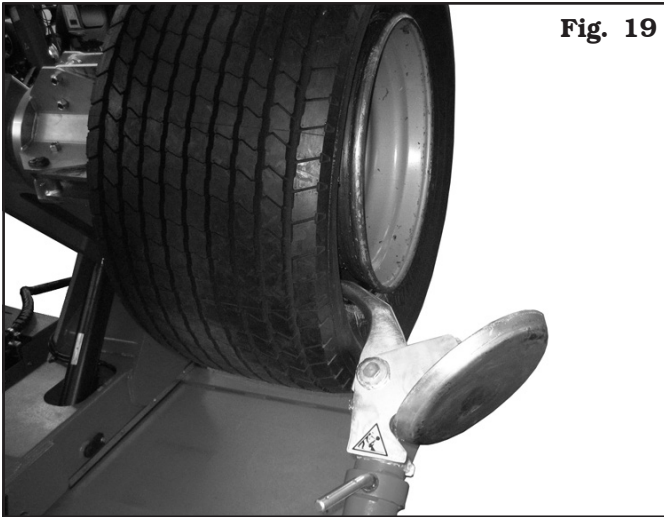


Fig. 19

- move the rim away from the hook tool by about 4-5 cm (1.57" - 1.97") to avoid possible unhooking of the bead from the same tool;
- move to work position **A (Fig. 6)**;
- translate the hook tool outwards (**Fig. 20 ref. 2**) to allow easy insertion of lever (**Fig. 20 ref. 1**) between the rim and the bead; insert lever (**Fig. 20 ref. 1**) between the rim and the bead on the right-hand side of the hook tool (**Fig. 20 ref. 2**);

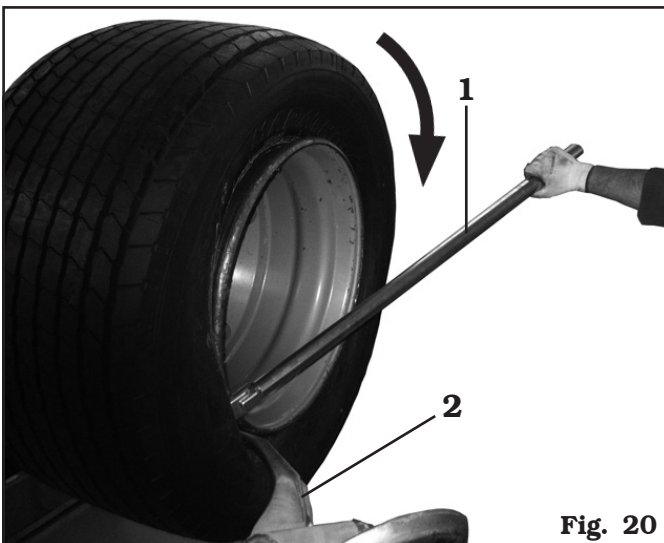


Fig. 20

- keeping the lever pressed, lower the wheel until the edge of the rim is 5 mm distant (0.2") from the hook tool;
- turn the wheel clockwise keeping lever pressed (**Fig. 20 ref. 1**) until the bead has gone completely out;
- once the external bead has been removed, move tool holder arm away from the wheel, unhook it and lift it setting it to "out of work" position (**Fig. 13 ref. 1**); use the handle control to position the tool holder arm on the inner side of the wheel then set it to work position again (**Fig. 12 ref. 1**) and secure with the coupling lever provided;



PAY ATTENTION WHEN REPOSITIONING THE TOOL HOLDER ARM TO AVOID HAND CRUSHING.




ALWAYS MAKE SURE THAT THE ARM IS CORRECTLY HOOKED TO CARRIAGE.

- move to work position **D (Fig. 6)**;
- carry out tool holder head 180° rotation in order to insert the hook tool (**Fig. 21 ref. 1**) between the rim edge and the tyre bead;




Fig. 21

- move the rim away from the hook tool by about 4-5 cm (1.57" - 1.97") to avoid possible unhooking of the bead from the same tool;
- move to work position **B (Fig. 6)**;
- translate the hook tool outwards to allow easy insertion of the lever between the rim and the bead on the hook tool left. Keeping the lever pressed, lower the wheel until the edge of the rim is 5 mm (0.2") distant from the hook tool then turn the self-centring chuck counterclockwise until the tyre has been completely removed.




WHEN THE BEADS COME OUT OF THE RIM THE TYRE MAY FALL. ALWAYS MAKE SURE THAT NO ONE IS STANDING BY ACCIDENT IN THE WORK AREA.




WHEN DEMOUNTING VERY HEAVY TYRES LOOK AT THE PROCESS AND AREA AROUND THE CHANGER CLOSELY BEFORE COMPLETING THE OPERATION.

12.6.3 Mounting



WHEN DEMOUNTING VERY HEAVY TYRES, IT IS IMPORTANT TO MOVE THE WHEEL AS CLOSE AS POSSIBLE TO THE BASE BEFORE COMPLETING THE OPERATION.




THROUGHOUT TYRE MOUNTING/DEMOUNTING OPERATIONS, CHECK THAT THE SELF-CENTRING CHUCK CLAMPING PRESSURE IS CLOSE TO THE MAX. OPERATING VALUE (150 BAR - 2176 psi).

Tubeless tyre fitting is normally done with bead breaker roller; if the wheel is especially hard to fit, use the hook tool.

With bead breaker roller

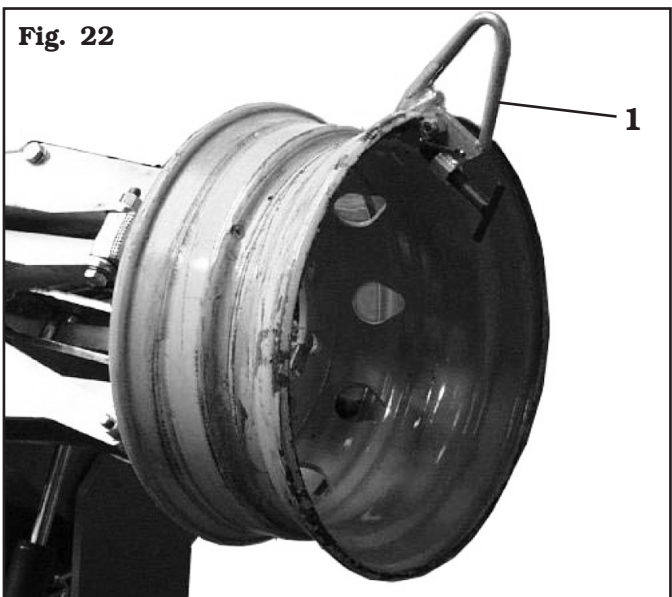
Proceed as follows:

1. secure the rim to the self-centring chuck according to the procedure described in "WHEEL CLAMPING" paragraph;
2. adequately lubricate tyre beads and rim bead seats with a suitable lubricant using the brush (optional);



USE ONLY TYRE LUBRICANTS. SUITABLE LUBRICANTS CONTAIN NO WATER, HYDROCARBONS, OR SILICON.

3. mount bead locking clamp (optional) (**Fig. 22 ref. 1**) on the external edge of the rim at the highest point as shown in **Fig. 22**;

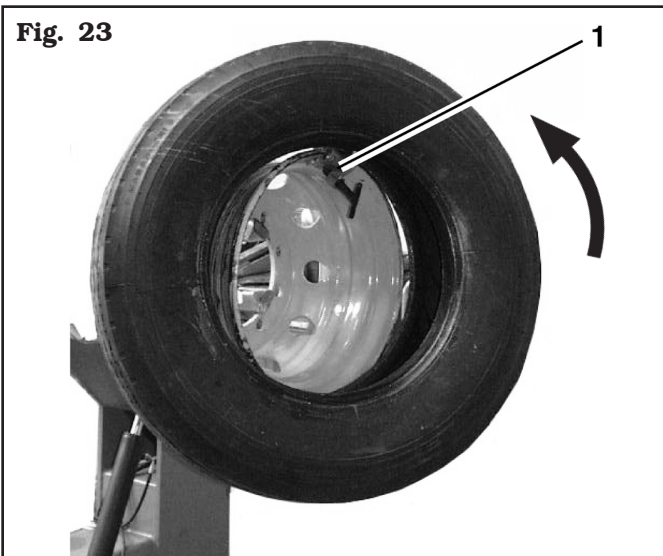




THE BEAD LOCKING CLAMP (OPTIONAL) MUST BE TIGHTLY SECURED TO THE EDGE OF THE RIM.

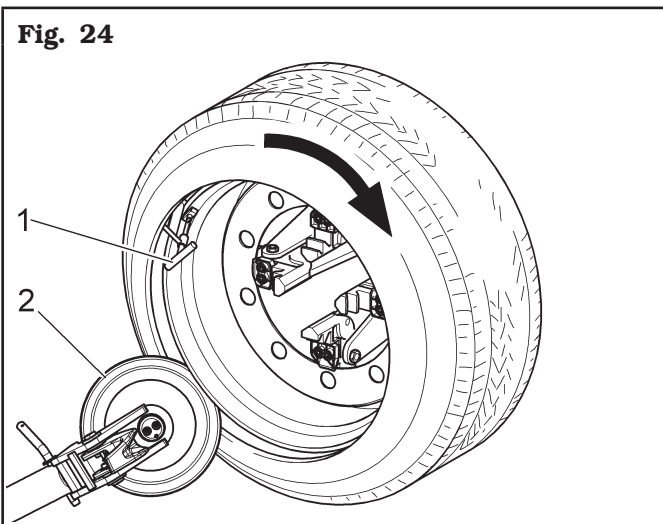
4. move to work position **B** (Fig. 6);
5. completely lower the chuck arm. Roll the tyre on the platform and hook it to bead locking clamp (optional) (Fig. 23 ref. 1);
6. lift the chuck arm with the tyre hooked and turn it counterclockwise about 15-20 cm (5.91"-7.87"); the tyre will position itself sideways in relation to the rim (see Fig. 23);

Fig. 23



7. move to work position **C** (Fig. 6);
8. position bead breaker roller (Fig. 24 ref. 2) so that it is at approximately 1.5 cm (0.59") from the edge of the rim. Fitting bead locking clamp (optional) (Fig. 24 ref. 1) is at 11 o'clock. Rotate the chuck until the bead locking clamp (optional) is at its lowest point ("6 o'clock");

Fig. 24



9. move the bead breaker roller away from the wheel;
10. remove the bead locking clamp (optional) and fit it in the same position (6 o'clock) outside the second bead;
11. rotate the chuck clockwise by 90° until the bead locking clamp (optional) is at "9 o'clock";
12. move the bead breaker roller forward until it is inside the edge of the rim by about 1-2 cm (0.39"-0.79"), making sure it is approximately 5 mm (0.2") from rim edge. Start clockwise rotation making sure that, after a 90° turn, the second bead begins sliding in the rim drop;
13. once insertion is completed, move the hook tool away from the wheel, turn it over into "out of work" position and remove the bead locking clamp (optional);
14. lower the self-centring chuck up to the wheel rests on the footboard;
15. move to work position **A** (Fig. 6);
16. close self-centring chuck jaws completely, making sure the wheel is held up to avoid dropping;



MAKE SURE THAT THE WHEEL'S HOLD IS SECURE TO AVOID IT FALLING DURING REMOVAL. FOR HEAVY AND/OR VERY LARGE WHEELS USE AN ADEQUATE LIFTING DEVICE.

17. translate the movable footboard to release the wheel from the same self-centring chuck. With especially soft tyres, simultaneously insert both beads on the jaw so that bead insertion in the tyre is done only once; this single operation is ideal for saving time.

With hook tool

Proceed as follows:

1. secure the rim to the self-centring chuck according to the procedure described in "WHEEL CLAMPING" paragraph;
2. adequately lubricate tyre beads and rim bead seats with a suitable lubricant using the brush (optional);



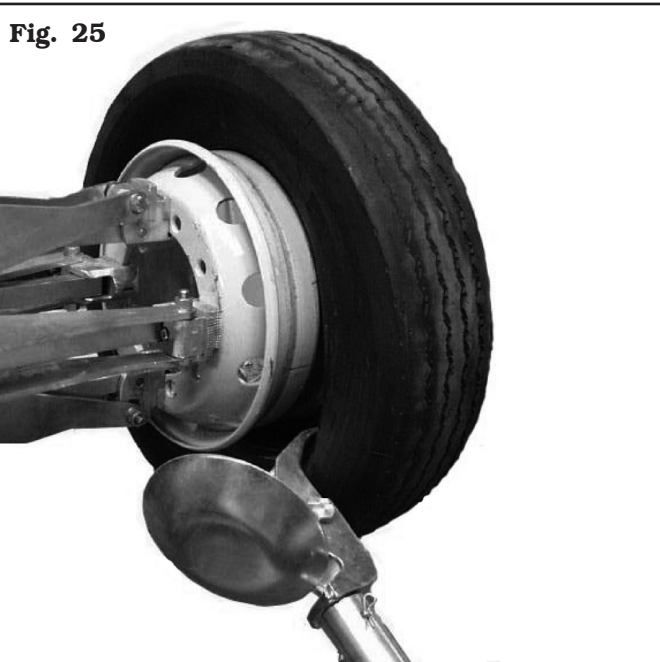
USE ONLY TYRE LUBRICANTS. SUITABLE LUBRICANTS CONTAIN NO WATER, HYDROCARBONS, OR SILICON.

- mount the bead locking clamp (optional) (**Fig. 22 ref. 1**) on the external edge of the rim at the highest point;



THE BEAD LOCKING CLAMP (OPTIONAL) MUST BE TIGHTLY SECURED TO THE EDGE OF THE RIM.

- move to work position **B** (**Fig. 6**);
- completely lower the chuck arm. Roll the tyre on the platform and hook it to bead locking clamp (optional) (**Fig. 23 ref. 1**);
- lift the chuck arm with the tyre hooked and turn it counterclockwise about 15-20 cm (5.91"-7.87"); the tyre will position itself sideways in relation to the rim (see **Fig. 23**);
- set the tool holder arm to "out of work" position (**Fig. 13 ref. 1**); translate it to the inner side of the tyre and block it again to "work position" again (**Fig. 12 ref. 1**);
- carry out the tool head 180° rotation until the hook tool is moved onto the tyre side (see **Fig. 32**);



- move to work position **D** (**Fig. 6**);
- move the hook tool forward until the reference notch matches the external edge of the rim coincide at about 5 mm (0.2") from the rim itself;
- move to work position **C** (**Fig. 6**);

- from the external side of the wheel, check the exact position of the hook tool and, if necessary, correct it, then turn the chuck clockwise until the bead locking clamp (optional) reaches the lowest point (6 o'clock). The first bead should now be inserted in the rim;
- remove the bead locking clamp (optional);
- move to work position **D** (**Fig. 6**);
- remove the hook tool from the tyre;
- set the tool holder arm to "out of work" position (**Fig. 13 ref. 1**); translate it to the outer side of the tyre and block it again to "work position" (**Fig. 12 ref. 1**);
- carry out the tool head 180° rotation until the hook tool is moved onto the tyre side (see **Fig. 19**);
- mount bead locking clamp (optional) in the lowest point (6 o'clock) outside the second bead;
- move to work position **C** (**Fig. 6**);
- rotate the chuck clockwise by 90° until the bead locking clamp (optional) is at "9 o'clock";
- move the hook tool forward until the axis of the reference notch matches that of the external edge of the rim at about 5 mm (0.2") from the rim itself (**Fig. 19**). Begin clockwise rotation making sure that, after a 90° turn, the second bead begins to slide in the rim drop centre. Rotate until the bead locking clamp (optional) is at its lowest point ("6 o'clock"). The second bead should now be inserted in the rim;
- move the hook tool away from the wheel, turn it over into "out of work" position and remove the bead locking clamp (optional);
- lower the self-centring chuck up to the wheel rests on the footboard;
- move to work position **A** (**Fig. 6**);
- close self-centring chuck jaws completely, making sure the wheel is held up to avoid dropping;



MAKE SURE THAT THE WHEEL'S HOLD IS SECURE TO AVOID IT FALLING DURING REMOVAL. FOR HEAVY AND/OR VERY LARGE WHEELS USE AN ADEQUATE LIFTING DEVICE.

- translate the movable footboard to release the wheel from the same self-centring chuck.

12.7 Tyres with inner tube

12.7.1 Bead breaking



REMOVE THE RING NUT OF THE INNER TUBE VALVE TO ALLOW ITS EXTRACTION DURING TYRE REMOVAL PHASES; REMOVE THE NUT WHEN DEFLATING THE TYRE.

The beading procedure is the same one described for tubeless tyres.



WHEN BEADING WHEELS WITH INNER TUBES, INTERRUPT THE FORWARD MOVEMENT OF THE BEAD BREAKER ROLLER AS SOON AS THE BEADS HAVE BEEN DISLODGED TO AVOID DAMAGE TO THE INNER PIPE OR TO THE VALVE.

12.7.2 Demounting



THROUGHOUT TYRE MOUNTING/DEMOUNTING OPERATIONS, CHECK THAT THE SELF-CENTRING CHUCK CLAMPING PRESSURE IS CLOSE TO THE MAX. OPERATING VALUE (150 bar - 2176 psi).

1. Tilt up tool holder arm, unhook it and lift it placing it to "out of work" position (**Fig. 13 ref. 1**); use the handle control to position the tool holder arm on the outer side of the wheel then place it to "working" position (**Fig. 12 ref. 1**) and secure with the coupling lever provided (**Fig. 1 ref. 8**);



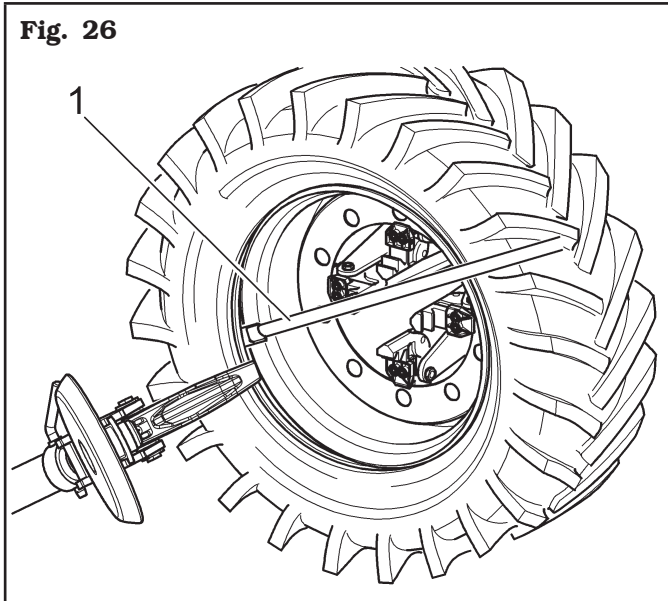
PAY ATTENTION WHEN REPOSITIONING THE TOOL HOLDER ARM TO AVOID HAND CRUSHING.



ALWAYS MAKE SURE THAT THE ARM IS CORRECTLY HOOKED TO CARRIAGE.

2. carry out the tool holder head 180° rotation, according to the descriptions in the relevant paragraph, in order to insert the hook between the rim edge and the tyre bead; the operation must be carried out during chuck rotation;
3. move the rim away from the hook tool by about 4-5 cm (1.57" -1.97") to avoid possible unhooking of the bead from the same tool;
4. translate the hook tool outwards until the reference notch matches the external edge of the rim;
5. move to work position **A** (**Fig. 6**);

6. insert lever (**Fig. 26 ref. 1**) between the rim and the bead on the right-hand side of the tool;

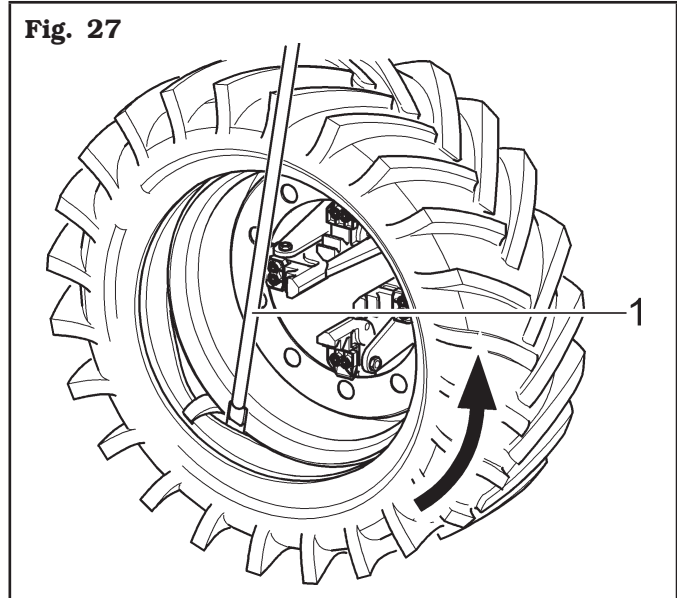


14. move the rim away from the hook tool by about 4-5 cm (1.57" -1.97") to avoid possible unhooking of the bead from the same tool;

15. move to work position **A** (**Fig. 6**);

16. translate the hook tool outwards until the reference notch is 3 cm (1.18") inside the rim;

17. insert lever (**Fig. 27 ref. 1**) between the rim and the bead on the right-hand side of the hook tool;



18. keeping the lever pressed, lower the wheel until the edge of the rim is approximately 5 mm (0.2") distant from the hook tool then turn the self-centring chuck counterclockwise keeping the lever (**Fig. 27 ref. 1**) pressed until the tyre has been completely dislodged from the rim.

7. keeping the lever pressed lower the wheel until the edge of the rim is 5 mm (0.2") distant from the hook tool;

8. turn the wheel clockwise by keeping lever pressed until the bead has gone completely out;

9. move the tool holder arm away to "out of work" position (**Fig. 13 ref. 1**); lower the chuck until the tyre rests on the movable footboard; exert a certain pressure on it so that when the movable footboard is moved outwards slightly, this will create the space required to extract the inner tube;

10. extract the inner tube and lift the wheel again;

11. move to work position **D** (**Fig. 6**);

12. tilt up tool holder arm, unhook it and lift it setting it to "out of work" position (**Fig. 13 ref. 1**); use the handle control to position the tool holder arm on the inner side of the wheel then set it to work position (**Fig. 12 ref. 1**) and secure with the coupling lever provided (**Fig. 1 ref. 8**);

13. carry out the tool holder head 180° rotation, according to the descriptions in the relevant paragraph, in order to insert the hook between the rim edge and the tyre bead; the operation must be carried out during chuck rotation;



WHEN THE BEADS COME OUT OF THE RIM THE TYRE MAY FALL. ALWAYS MAKE SURE THAT NO ONE IS STANDING BY ACCIDENT IN THE WORK AREA.



WHEN DEMOUNTING VERY HEAVY TYRES, IT IS IMPORTANT TO MOVE THE WHEEL AS CLOSE AS POSSIBLE TO THE BASE BEFORE COMPLETING THE OPERATION.

12.7.3 Mounting



THROUGHOUT TYRE MOUNTING/DEMOUNTING OPERATIONS, CHECK THAT THE SELF-CENTRING CHUCK CLAMPING PRESSURE IS CLOSE TO THE MAX. OPERATING VALUE (150 bar - 2176 psi).

1. Secure the rim to the self-centring chuck according to the procedure described in "WHEEL CLAMPING" paragraph;
2. adequately lubricate tyre beads and rim bead seats with a suitable lubricant using the brush (optional);



USE ONLY TYRE LUBRICANTS. SUITABLE LUBRICANTS CONTAIN NO WATER, HYDROCARBONS, OR SILICON.

3. mount bead locking clamp (optional) (**Fig. 22 ref. 1**) on the external edge of the rim at the highest point as shown in **Fig. 22**;



THE BEAD LOCKING CLAMP (OPTIONAL) MUST BE TIGHTLY SECURED TO THE EDGE OF THE RIM.

4. move to work position **B (Fig. 6)**;
5. place the tyre on the footboard and lower the self-centring chuck (make sure the bead locking clamp (optional) is at the highest point) to hook the first tyre bead (internal bead);
6. lift the chuck arm with the tyre hooked and turn it counterclockwise about 15-20 cm (5.91"-7.87"); the tyre will position itself sideways in relation to the rim;
7. tilt up tool holder arm, unhook it and lift it setting it to "out of work" position (**Fig. 13 ref. 1**); use the handle control to position the tool holder arm on the inner side of the wheel then set it to work position (**Fig. 12 ref. 1**) and secure with the coupling lever provided;



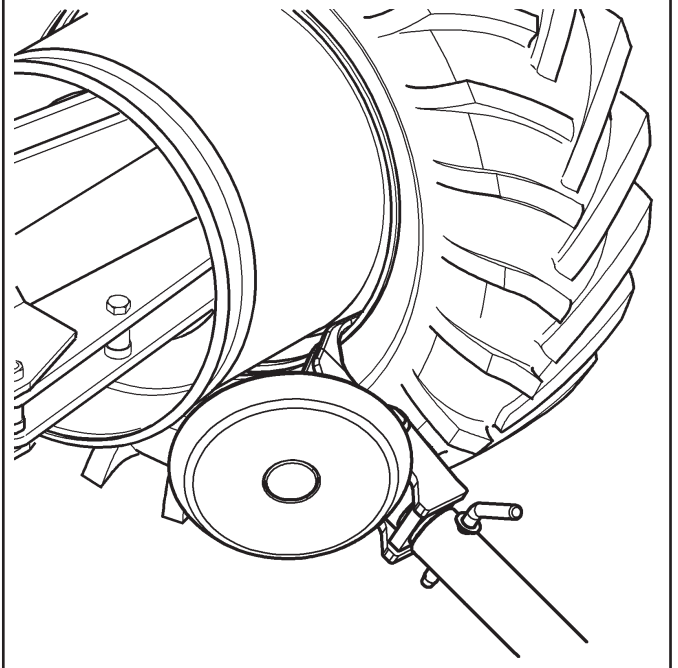
PAY ATTENTION WHEN REPOSITIONING THE TOOL HOLDER ARM TO AVOID HAND CRUSHING.



ALWAYS MAKE SURE THAT THE ARM IS CORRECTLY HOOKED TO CARRIAGE.

8. carry out the tool holder head 180° rotation, according to the descriptions in the relevant paragraph, in order to insert the hook between the rim edge and the tyre bead; the operation must be carried out during chuck rotation;
9. move to work position **D (Fig. 6)**;
10. move the hook tool forward until the axis of the reference notch matches that of the external edge of the rim at about 5 mm (0.2") from the rim itself (see **Fig. 28**);

Fig. 28



11. move to work position **C (Fig. 6)**;
12. from the external side of the wheel, check the exact position of the tool and, if necessary, correct it, then turn the chuck clockwise until the bead locking clamp (optional) reaches the lowest point (6 o'clock). The first bead should now be inserted in the rim, then remove bead locking clamp (optional);
13. move to work position **D (Fig. 6)**;
14. extract the tool hook from the tyre;

15. place the tool holder arm to "out of work" position (**Fig. 13 ref. 1**) and translate it to the outer side of the tyre;
16. carry out the tools holder head 180° rotation, according to the descriptions in the relevant paragraph;
17. move to work position **B** (**Fig. 6**);
18. turn self-centring chuck until the hole for valve introduction is downwards ("6 o'clock").
19. position movable footboard (**Fig. 1 ref. 18**) directly above the wheel and lower the self-centring chuck until the wheel rests on the platform. Translate the movable footboard outwards to create enough space between the tyre edge and the rim to insert the inner tube.

21. to avoid damaging the inner tube, slightly inflate it when inserting the second bead;
22. to avoid damaging the valve when securing the second bead, remove the fixing ring nut and mount an extension on the same valve;
23. move to work position **C** (**Fig. 6**);
24. lift the self-centring chuck and mount the bead locking clamp (optional) (**Fig. 30 ref. 1**) on the rim outside the second bead at about 20 cm (7.87") from the inflating valve on the right;
25. turn the self-centring chuck clockwise until bead locking clamp (optional) (**Fig. 30 ref. 1**) is positioned at 9 o'clock;

THE VALVE HOLE COULD BE IN AN ASYMMETRIC POSITION WITH RESPECT TO THE CENTRE OF THE RIM. IN THIS CASE IT IS NECESSARY TO POSITION AND INTRODUCE THE INNER TUBE AS SHOWN IN FIG. 29.

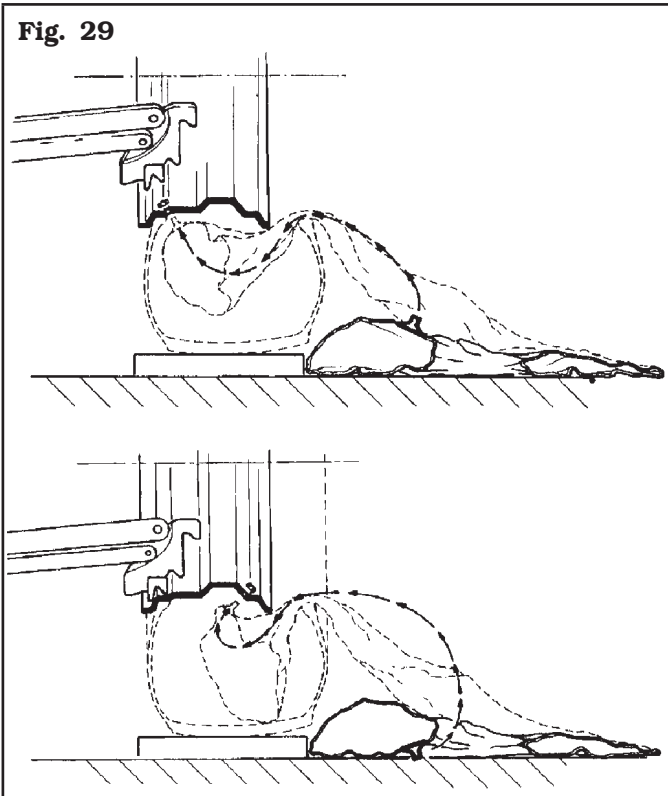


Fig. 29

Introduce the valve in the hole and secure it with the provided ring nut. Introduce the inner tube in the drop centre of the rim (to make this operation easier, it is advisable to simultaneously turn self-centring chuck clockwise);

20. turn self-centring chuck and position the valve downwards ("6 o'clock");

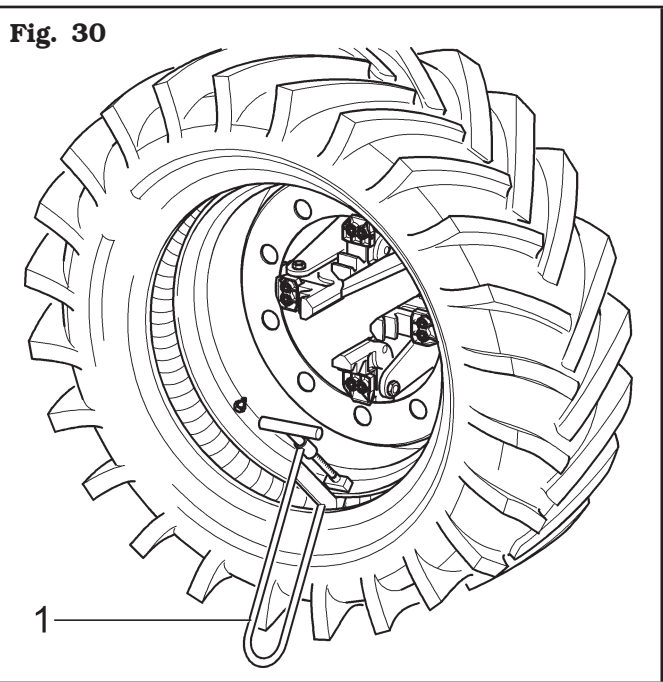
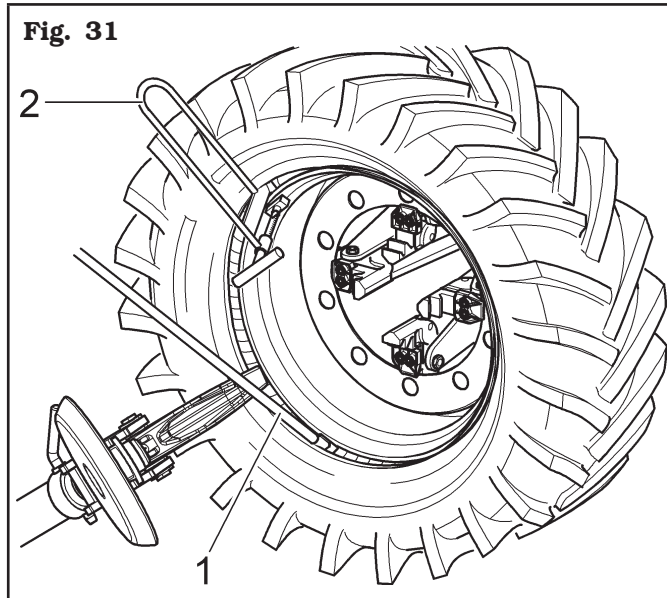


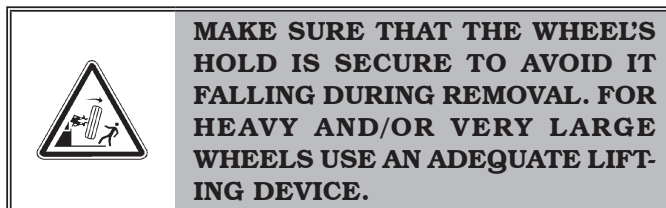
Fig. 30

26. set the tool holder arm to "work position" (**Fig. 12 ref. 1**) on the outer side of the tyre;
27. set the hook tool to work position and bring the tool holder arm forward until the axis of the reference notch matches that of the outer edge of the rim at a distance of 5 mm (0.2");
28. turn self-centring chuck clockwise until lever (**Fig. 31 ref. 1**) is introduced in the housing obtained on the hook tool;
29. turn the self-centring chuck with lever (**Fig. 31 ref. 1**) hooked up to the complete insertion of the tyre outer bead;

30. remove lever (**Fig. 31 ref. 1**), bead locking clamp (optional) (**Fig. 31 ref. 2**) and extract the hook tool by turning the self-centring chuck counter clockwise and translating it outwards;



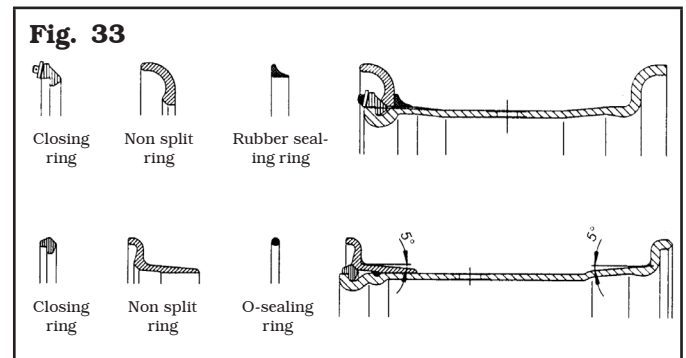
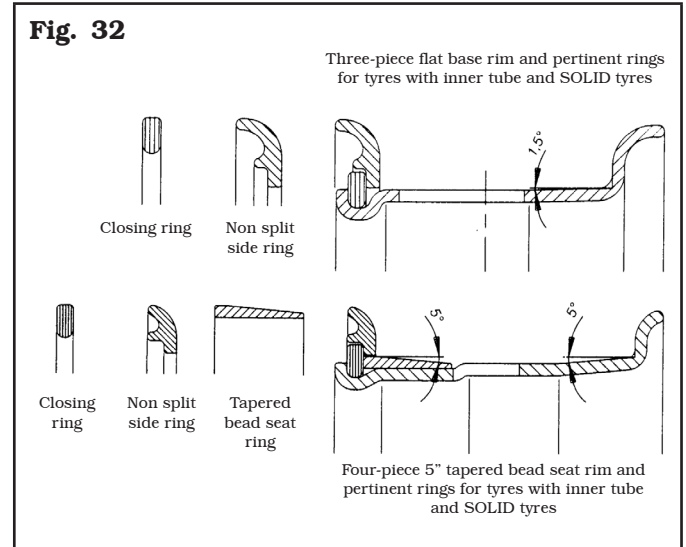
31. tilt up tool holder arm placing it to "out of work" position (**Fig. 13 ref. 1**) after it has been unlocked;
32. position movable footboard (**Fig. 1 ref. 18**) directly under the wheel and lower the self-centring chuck until the wheel rests on the platform;
33. move to work position **B** (**Fig. 6**);
34. check the state of the tyre valve and centre it, if necessary, in the rim hole by slightly turning self-centring chuck; secure the valve with the supplied ring nut after having removed the protective extension.
35. close self-centring chuck jaws completely, making sure the wheel is held up to avoid dropping;



36. translate the movable footboard to release the wheel from the same self-centring chuck.

12.8 Wheels with bead wire

As an example **Fig. 32** and **Fig. 33** illustrate sections and compositions of types of wheels with bead wire currently being sold.



12.8.1 Beading and demounting



NEVER STAND IN FRONT OF THE WHEEL WHILE THE INFLATION RING IS BEING EXTRACTED FROM THE BEAD WIRE, SINCE IT MAY BE EJECTED VIOLENTLY, CAUSING SERIOUS INJURIES OR WOUNDS.



THROUGHOUT TYRE MOUNTING/DEMOUNTING OPERATIONS, CHECK THAT THE SELF-CENTRING CHUCK CLAMPING PRESSURE IS CLOSE TO THE MAX. OPERATING VALUE (150 bar - 2176 psi).

1. Mount the wheel on the self-centring chuck as described in "WHEEL CLAMPING" paragraph and make sure it is deflated;

2. move to work position **D** (**Fig. 6**);
3. set the tool holder arm to work position (**Fig. 12 ref. 1**) in the tyre inner side, and make sure it is locked by the coupling lever provided (**Fig. 1 ref. 8**);
4. position the bead breaker roller on rim edge (see **Fig. 34**);

7. carry out tools holder head 180° rotation according to the description of the relevant paragraph, in order to let the bead breaker roller come into contact with the tyre outer side (see **Fig. 35**);

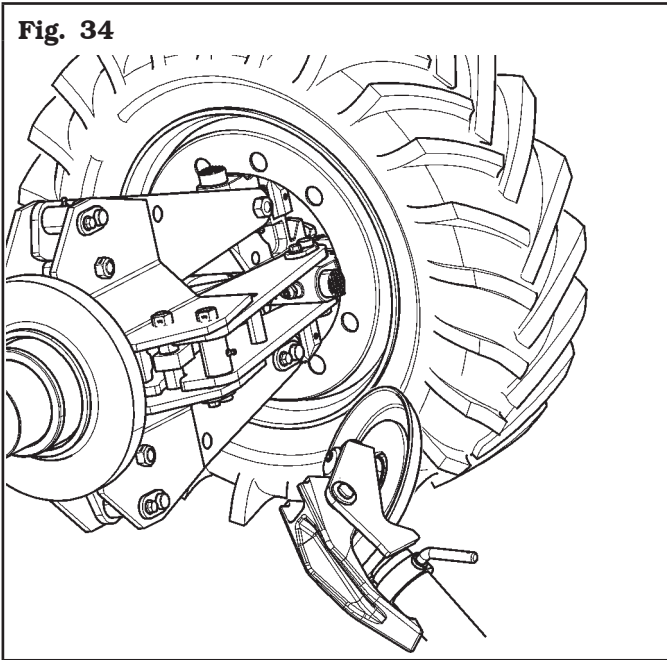
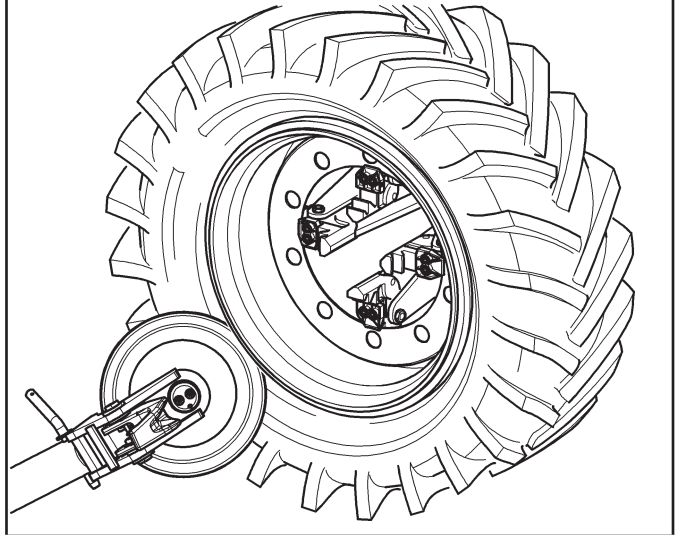


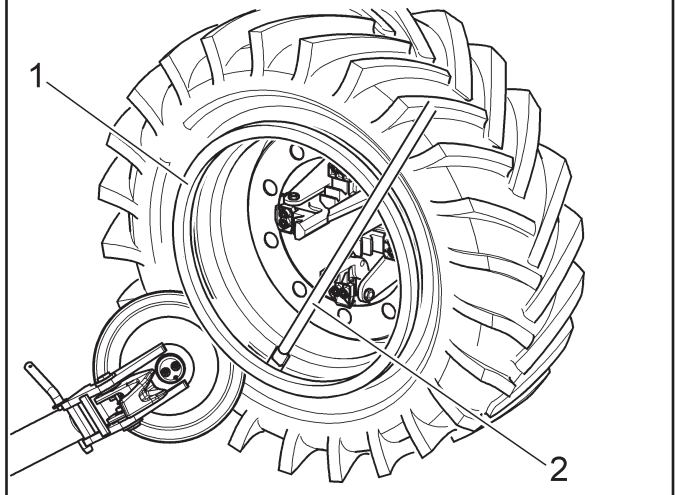
Fig. 35



5. turn self-centring chuck and smear the entire bead seat of the rim with lubricant; while doing this, jerk the bead breaker roller forward until the bead is removed (as these wheels feature inner pipes, carry out the operation carefully, paying special attention to when the bead dislodges, trying to stop disc advance immediately to avoid compromising the integrity of the inner tube and valve);
6. set the tool holder arm to “out of work” position (**Fig. 13 ref. 1**); operate the handle control in order to position the tools holder arm on the wheel outer side, then set it to “work position” (**Fig. 12 ref. 1**) again and lock it with the coupling lever provided;

8. turn self-centring chuck and smear the entire bead seat of the rim with lubricant;
9. doing this, jerk the bead breaker roller forward until bead is removed;
10. repeat the operation, making the bead breaker roller move forward against the bead wire (see **Fig. 36**) until the stop ring is released (**Fig. 36 ref. 1**). It will be then extracted through lever (**Fig. 36 ref. 2**);

Fig. 36



11. remove the bead wire;
12. remove the O-Ring, when featured;

13. tilt up tool holder arm placing it to “out of work” position (**Fig. 13 ref. 1**) after it has been unlocked;
14. lower the self-centring chuck up to the wheel rests on the footboard;
15. move to work position **B** (**Fig. 6**);
16. translate the movable footboard outwards until the tyre is completely dislodged from the rim (in case of tyres with inner tube, make sure that the valve hasn't been damaged during removal);



WHEN THE BEADS COME OUT OF THE RIM THE TYRE MAY FALL. ALWAYS MAKE SURE THAT NO ONE IS STANDING BY ACCIDENT IN THE WORK AREA.



WHEN DEMOUNTING VERY HEAVY TYRES, IT IS IMPORTANT TO MOVE THE WHEEL AS CLOSE AS POSSIBLE TO THE BASE BEFORE COMPLETING THE OPERATION.



PAY ATTENTION WHEN REPOSITIONING THE TOOL HOLDER ARM TO AVOID HAND CRUSHING.



ALWAYS MAKE SURE THAT THE ARM IS CORRECTLY HOOKED TO CARRIAGE.

12.8.2 Mounting



THROUGHOUT TYRE MOUNTING/DEMOUNTING OPERATIONS, CHECK THAT THE SELF-CENTRING CHUCK CLAMPING PRESSURE IS CLOSE TO THE MAX. OPERATING VALUE (150 bar - 2176 psi).

1. Place the tool “holder arm in “out of work” position (**Fig. 13 ref. 1**); if it has been removed, secure the rim to the chuck as described in “WHEEL CLAMPING” paragraph. If the wheel features an inner tube, position the rim with the valve slot facing downwards (at “6 o'clock”);
2. lubricate the entire bead seat of the rim and the tyre beads;
3. move to work position **B** (**Fig. 6**);
4. position movable footboard (**Fig. 1 ref. 18**) so as to allow the upward motion of the tyre (if the wheel features an inner tube, position the rim with the valve slot downwards at 6 o'clock);
5. place self-centring chuck in order to centre the rim on the tyre;
6. operate the movable footboard forward movement in order to insert the rim in the tyre (in case of tyres with inner tube, make the valve re-enter not to damage it). Move forward until the rim is completely inserted in the tyre;
7. insert the bead wire on the rim with the stop ring fitted (if the rim and bead wire feature fixing slits, they must be in phase with each other);
8. move to work position **C** (**Fig. 6**);
9. set the tool holder arm on the external side then lower it into “work position” (**Fig. 12 ref. 1**) with the bead breaker roller facing the wheel. If the outer edge ring is not sufficiently fitted on the rim, position self-centring chuck until the bead wire is near the bead breaker roller. Move the bead breaker roller forward and then turn self-centring chuck until the housing of the O-Ring (if featured) is found;
10. lubricated the O-Ring and place it in its housing;
11. move to work position **B** (**Fig. 6**);

12. position the bead wire (**Fig. 37 ref. 1**) on the rim, fit the stop ring with the help of the bead breaker roller as shown in Fig. 37;

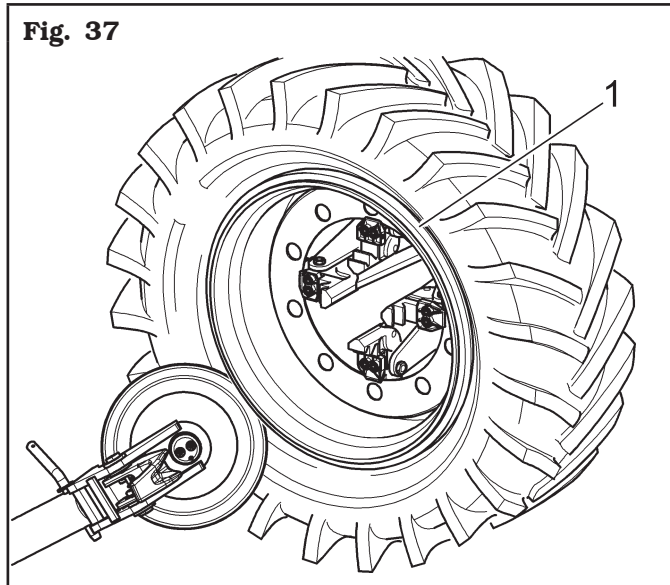




Fig. 37

13. tilt up tool holder arm placing it to “out of work” position (**Fig. 13 ref. 1**) after it has been unlocked;
14. position movable footboard (**Fig. 1 ref. 18**) directly under the wheel and lower the self-centring chuck until the wheel rests on the platform;
15. close the self-centring chuck jaws completely and translate the footboard outwards until the rim has been completely removed, making sure the wheel is held up to avoid dropping.




CLOSING SELF-CENTRING CHUCK CAUSES WHEEL'S FALL. ALWAYS MAKE SURE THAT NO ONE IS STANDING BY ACCIDENT IN THE WORK AREA.


13.0 ROUTINE MAINTENANCE




BEFORE CARRYING OUT ANY ROUTINE MAINTENANCE OR ADJUSTMENT PROCEDURE, DISCONNECT THE EQUIPMENT FROM THE ELECTRICITY SUPPLY USING THE SOCKET/PLUG COMBINATION AND CHECK THAT ALL MOBILE PARTS ARE AT A STANDSTILL.



BEFORE EXECUTING ANY MAINTENANCE OPERATION, MAKE SURE THERE ARE NO WHEELS LOCKED ONTO THE SELF-CENTRING CHUCK.



BEFORE REMOVING HYDRAULIC CIRCUIT FITTING OR HOSES, MAKE SURE THAT THERE ARE NO PRESSURISED FLUIDS PRESENT. PRESSURISED OIL SPILLS MAY CAUSE SERIOUS WOUNDS OR INJURIES.



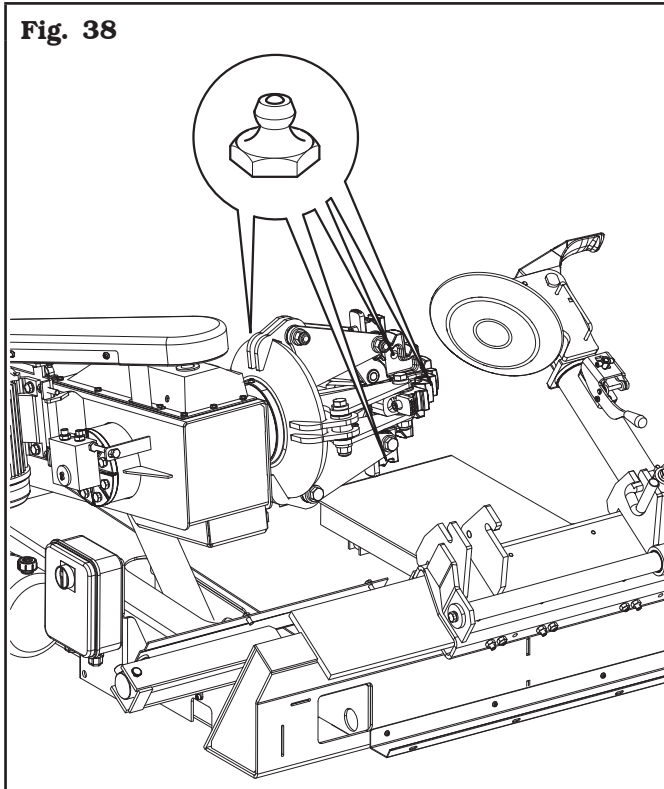
BEFORE CARRYING OUT ANY MAINTENANCE WORK ON THE HYDRAULIC CIRCUIT, SET THE EQUIPMENT IN THE REST CONDITION.

To guarantee the efficiency and correct functioning of the equipment, it is essential to carry out daily or weekly cleaning and weekly routine maintenance, as described below.

Cleaning and routine maintenance must be conducted by authorized personnel and according to the instructions given below:

- disconnect the equipment from the electrical and pneumatic power supplies before carrying out any cleaning or maintenance operations;
- remove deposits of tyre powder and other waste materials with a vacuum;
- **NEVER BLOW WITH COMPRESSED AIR;**
- periodically (preferably once a month) make a complete check on the controls, ensuring that they provide the specified actions;
- every 100 working hours lubricate the tool carriage sliding guides;

- periodically (preferably once a month), grease all moving parts of the equipment (see **Fig. 38**);



- check periodically the oil level of the oil-pressure unit and, in case, carry out the filling up with hydraulic oil having a viscosity degree suitable for the average temperatures of the country where the machine is installed and in particular:
 - viscosity 32 (or countries with room temperature from 0 °C - +30 °C (+32 °F - +86 °F));
 - viscosity 46 (for countries with room temperature above 30 °C (+86 °F)).

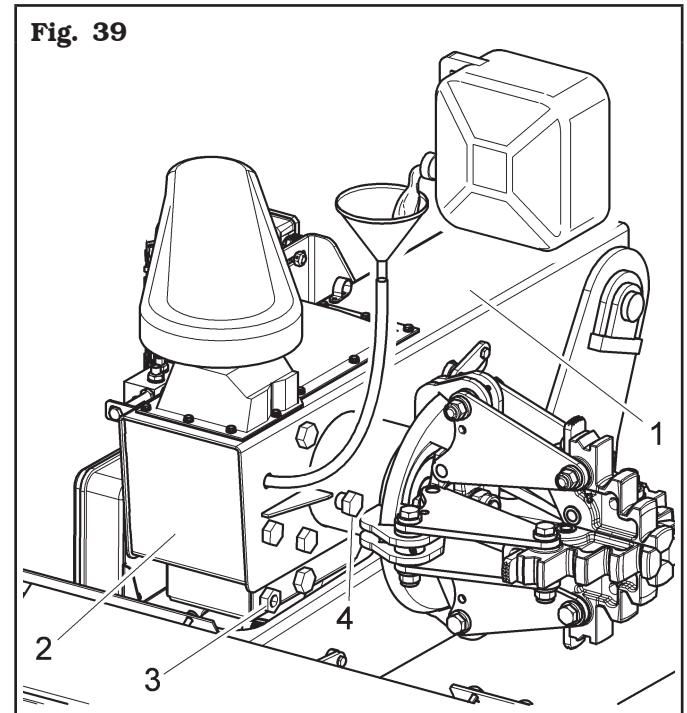
At least once a year it is advisable to replace the hydraulic oil of the unit;



CARRY OUT THIS CONTROL WITH THE EQUIPMENT COMPLETELY CLOSED (WITH HYDRAULIC PISTONS IN).

- periodically (about every 100 hours), check the oil level of the reduction gear and eventually reset the level;
- check operation of the safety devices every week;
- periodically (every 50 working hours approximately), clean the (inner and outer) guides of the tool carriage.

- A.** Place the whole support (**Fig. 39 ref. 1**) in horizontal position, then check the reduction gear oil level (**Fig. 39 ref. 2**); the level indicator window (**Fig. 39 ref. 3**) must be covered with lubricant, otherwise, remove a closing plug (**Fig. 39 ref. 4**) and top up, using appropriate lubricants until the level is reset.



B. Check belt tensioning (Fig. 40 ref. 1):

- remove upper guard (Fig. 40 ref. 2) by removing the provided fixing bolts;
- stretch the belt (Fig. 40 ref. 1) using the bolts (Fig. 40 ref. 3) after the nuts (Fig. 40 ref. 4-5) have been slackened;
- tighten the fixing nuts (Fig. 40 ref. 5) after the adjustment operations, then assemble the protection guard (Fig. 40 ref. 2) again.

Fig. 40

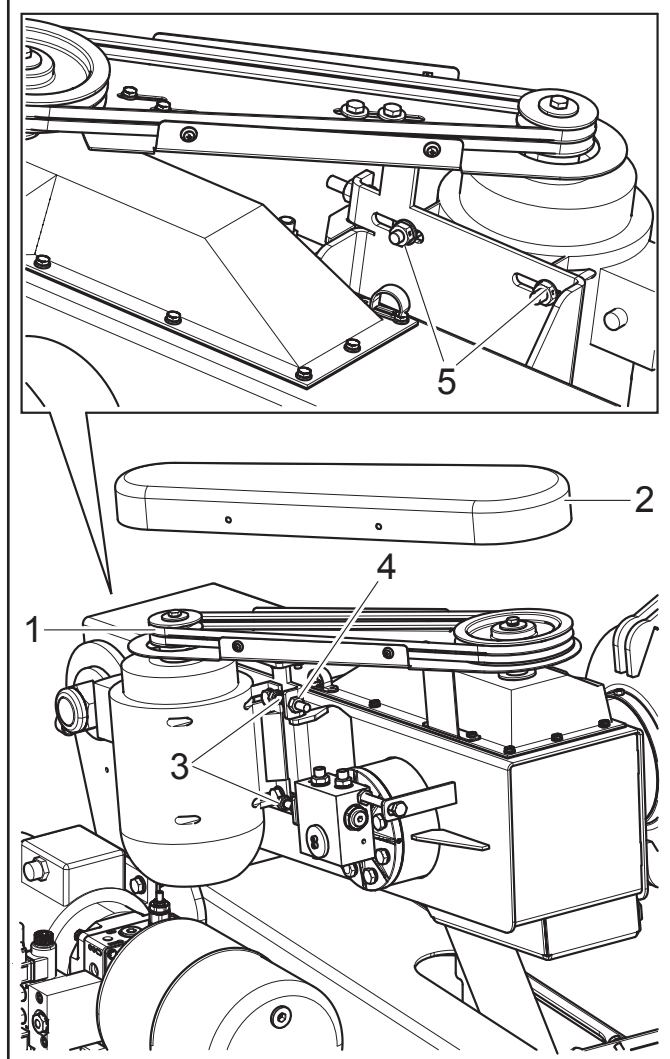
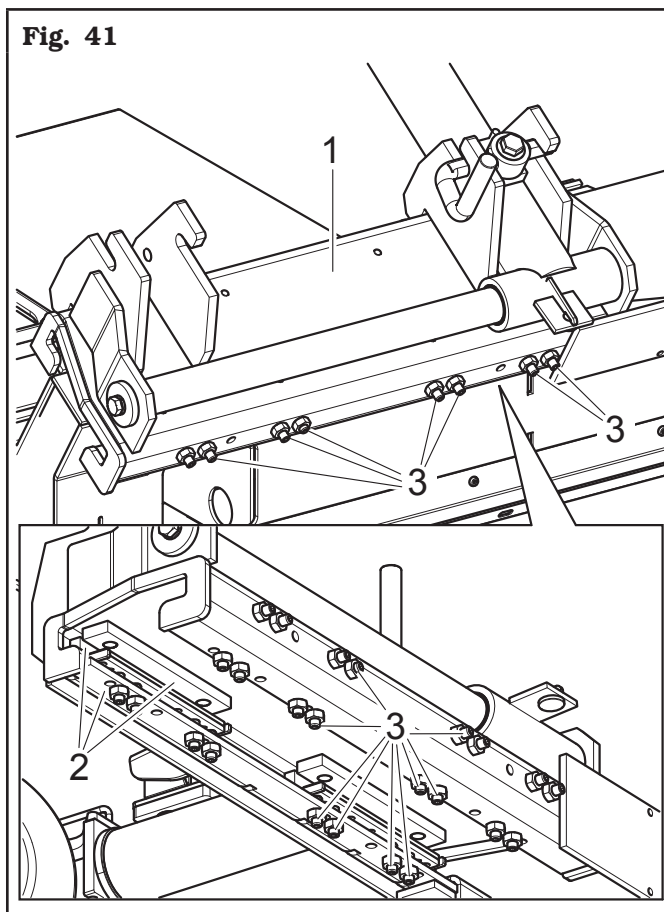
**C. Adjust the play of slide (Fig. 41 ref. 1) using the adjustment bolts (Fig. 41 ref. 3) of the sliding blocks (Fig. 41 ref. 2).**

Fig. 41



ANY DAMAGE TO THE MACHINE DEVICES RESULTING FROM THE USE OF LUBRICANTS OTHER THAN THOSE RECOMMENDED IN THIS MANUAL WILL RELEASE THE MANUFACTURER FROM ANY LIABILITY!!



ANY EXTRAORDINARY MAINTENANCE OPERATION MUST BE CARRIED OUT EXCLUSIVELY BY PROFESSIONALLY QUALIFIED PERSONNEL.



OPERATION TO BE CARRIED OUT ONLY IN CASE THE CARRIAGE MOVES IN A NON-LINEAR WAY (TRIGGER ACTION).

14.0 TROUBLESHOOTING TABLE








Possible troubles which might occur to the tyre-changer are listed below. The manufacturer disclaims all responsibility for damages to people, animals or objects due to improper operation by non-unauthorised personnel. In case of trouble, call Technical Service Department for instructions on how to service and/or adjust the machine in full safety to avoid any risk of damage to people, animals or objects.




In an emergency and before maintenance on tyre-changer, set the main switch to "0" and lock it in this position.



CONTACT AUTHORIZED TECHNICAL SERVICE

do not try and service alone

Problem	Possible cause	Remedy
Pump motor does not work but wheel holder self-centring chuck motor works perfectly.	a) Hydraulic control unit damaged.	a) Call Technical Service Dept. 
When the switch is turned on, wheel holder self-centring chuck does not turn whereas pump motor works.	a) Gearmotor change-over switch damaged.	a) Call Technical Service Dept. 
Power drop during wheel holder self-centring chuck rotation.	a) Timing belt too loose.	a) Tension up the belt.
No pressure in the hydraulic system.	a) Pump damaged.	a) Replace pump. 
The self-centring chuck opening pressure does not go down.	a) Pressure limiting valve jammed	a) Download self-centring chuck (remove wheel), completely undo adjusting handle. Perform many opening and closing cycles up to jam release. 
The equipment does not start.	a) No power supply. b) Overload cutouts not set. c) Transformer fuse blown.	a) Connect the power supply. b) Set the overload cutouts. c) Change the fuse.
Fluid leaks from fitting or pipeline.	a) Fitting not tightened correctly. b) Pipeline cracked.	a) Tighten the fitting. b) Call the after-sales service. 
A control device is remaining on.	a) The switch has broken. b) A solenoid valve has jammed.	a) Call the after-sales service. b) Call the after-sales service. 
The self-centring chuck cylinder is losing pressure.	a) The directional control valve is leaking. b) The gaskets are worn.	a) Call the after-sales service. b) Call the after-sales service. 
The motor stops during operation.	a) Overload cutout tripped.	Open the electrical cabinet and re-set the overload cutout tripped.

Problem	Possible cause	Remedy
When a control device is operated the equipment does not move at all.	<ul style="list-style-type: none"> a) Solenoid valve not receiving power. b) Solenoid valve jammed. c) Transformer fuse blown. d) Control box assembly is badly adjusted. 	<ul style="list-style-type: none"> a) Call the after-sales service. b) Call the after-sales service. c) Change the fuse. d) Call the after-sales service. 
No pressure in hydraulic circuit.	<ul style="list-style-type: none"> a) Power unit motor turning in wrong direction. b) Power unit pump has failed. c) No oil in power unit tank. 	<ul style="list-style-type: none"> a) Restore correct rotation direction by changing socket connection. b) Call the after-sales service. c) Fill power unit tank with oil 
The equipment operates in jerks.	<ul style="list-style-type: none"> a) Not enough fluid in power unit tank. b) Control box assembly switch is broken. 	<ul style="list-style-type: none"> a) Top up with oil. b) Call the after-sales service. 

15.0 TECHNICAL DATA

15.1 Technical electrical data

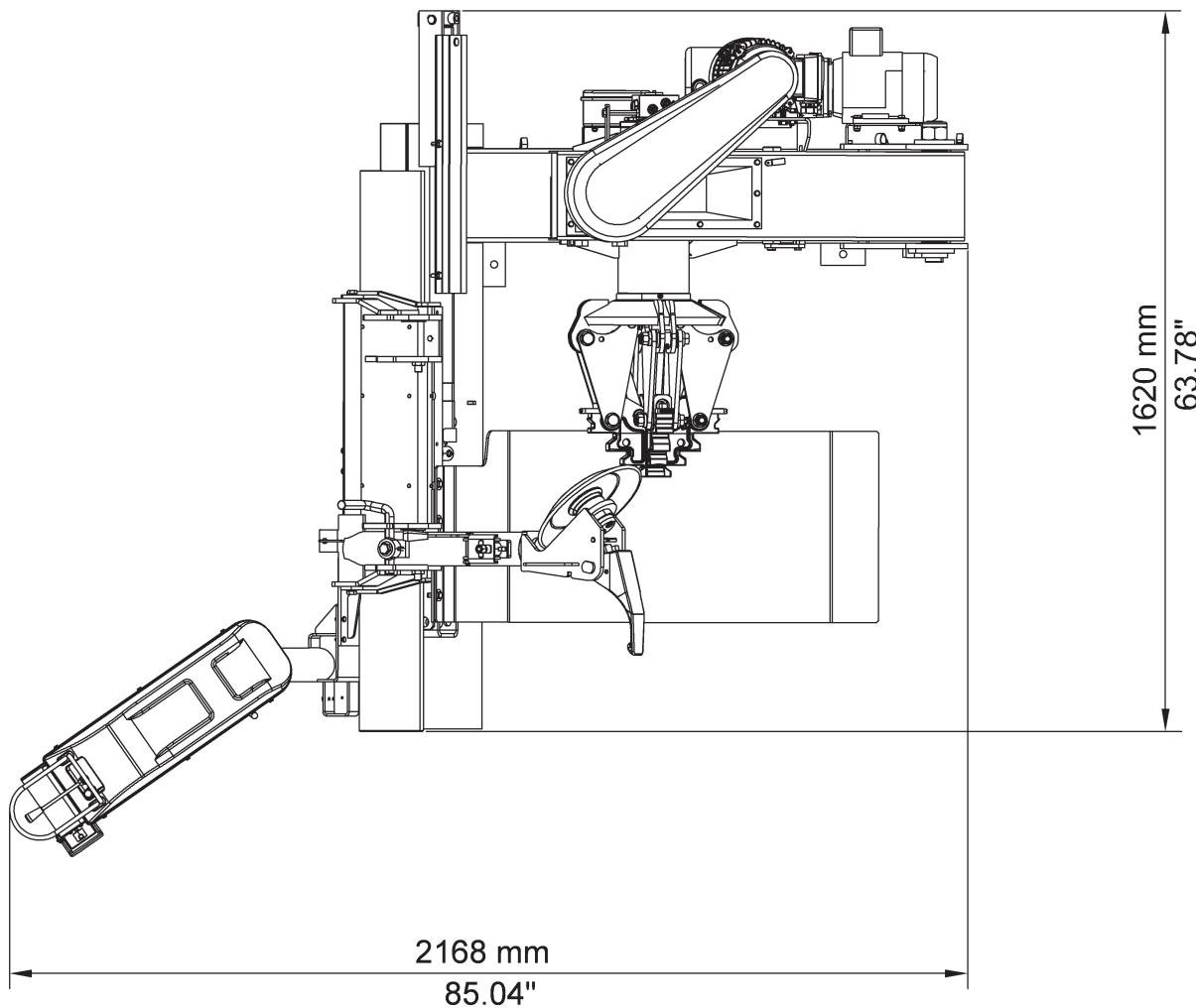
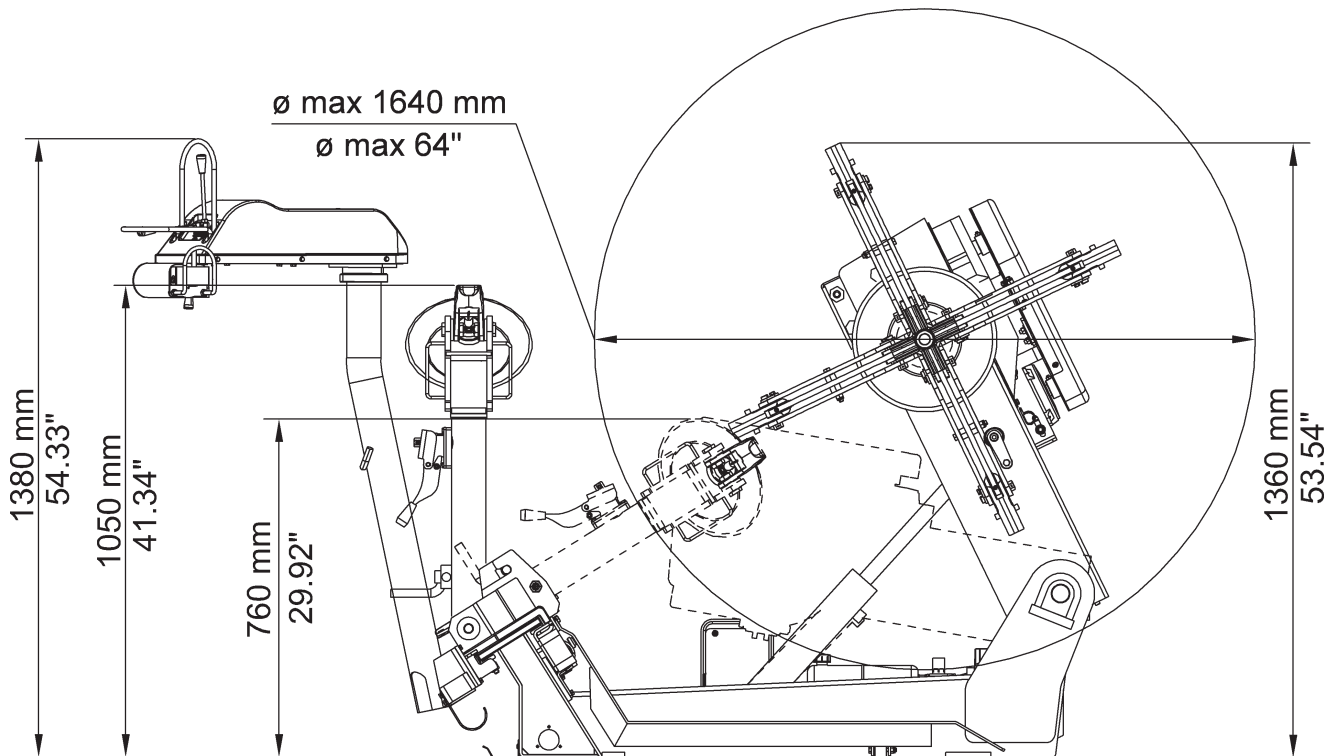
		ROT.NV11N.201904 ROT.NV11N.201782 RAV.G96NX.206282 SPA.G526N.205940	ROT.NV11N.205896 RAV.G96NX.206053
Self-centring chuck motor power (kW)		2.2 (3 Hp)	1.5 (2 Hp)
Power supply	Voltage (V)	230/400	230
	Number of phases	3	1
	Frequency (Hz)	50	
Hydraulic drive unit motor (kW)		0.75 (1 Hp)	1.5 (2 Hp)
Power supply	Voltage (V)	230/400	230
	Phases	3	1
	Frequency (Hz)	50/60	50
Typical current draw (A)		10	
Self-centring chuck rotation speed (rev/min)		8	

15.2 Technical mechanical data

Tyre maximum diameter (mm)	1640 (64")
Wheel max. width (mm)	925 (36")
Max. rotation torque (Nm)	3000 (2213 ft·lbs)
Wheel max. weight (kg)	1500 (3307 lbs)
Self-centring lock (inches)	11 - 27
Minimum locking hole (mm)	90 (3.54")
Self-centring chuck minimum height from the ground (mm)	370 (14.57")
Internal bead-breaking force (N)	18000 (4047 lbf)
External bead-breaking force (N)	13000 (2923 lbf)
Gear noise (dB) (A)	< 80
Operating pressure (bar)	150 (2176 psi)
Weight (kg)	495 (1091 lbs)

15.3 Dimensions

Fig. 42



16.0 STORING

If storing for long periods (6 months or longer) disconnect the main power supply and take measures to protect the equipment from dust build-up. Lubricate parts that could be damaged from drying out. When putting the equipment back into operation replace the rubber pads and the hook tool. Also provide for a check on the perfect functioning of the equipment.

17.0 SCRAPPING

When the decision is taken not to make further use of the equipment, it is advisable to make it inoperative by removing the connection pressure hoses. The equipment is to be considered as special waste and should be dismantled into homogeneous parts. Dispose of it in accordance with current legislation.

Instructions for the correct management of waste from electric and electronic equipment (WEEE) according to the Italian legislative decree 49/14 and subsequent amendments.

In order to inform the users on the correct way to dispose the equipment (as required by the article 26, paragraph 1 of the Italian legislative decree 49/14 and subsequent amendments), we communicate what follows: the meaning of the crossed dustbin symbol reported on the equipment indicates that the product must not be thrown among the undifferentiated rubbish (that is to say together with the "mixed urban waste"), but it has to be managed separately, to let the WEEE go through special operations for their reuse or treatment, in order to remove and dispose safely the waste that could be dangerous for the environment and to extract and recycle the raw materials to be reused.

Fig. 43



18.0 REGISTRATION PLATE DATA

TYRE CHANGER MODEL	SERIAL N°	MONTH-YEAR
AMPERAGE	BAR	POWER SUPPLY

The validity of the Conformity Declaration enclosed to this manual is also extended to products and/or devices the equipment model object of the Conformity Declaration can be equipped with. Said plate must always be kept clean from grease residues or filth generally.

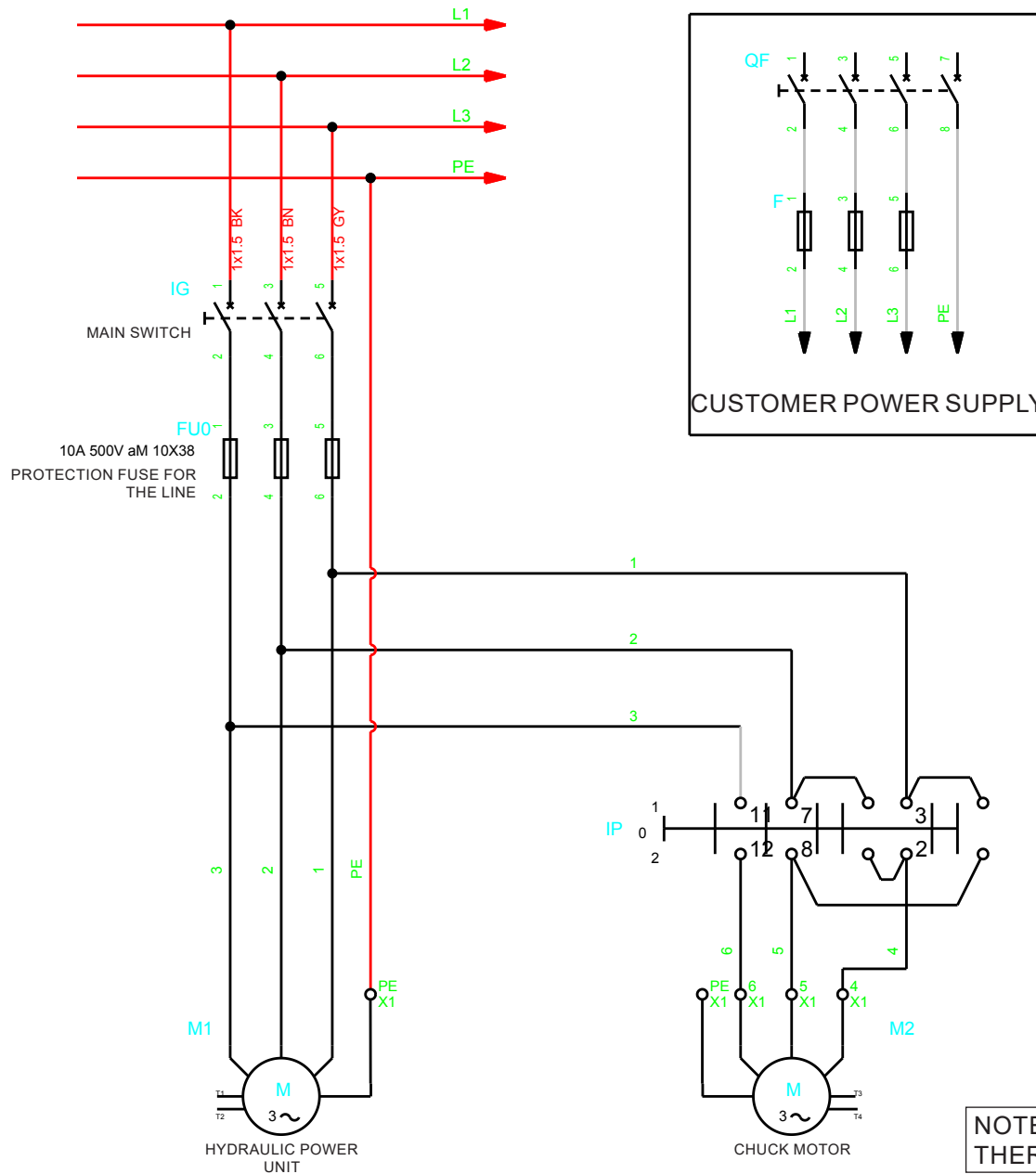


ATTENTION: TAMPERING WITH, CARVING, CHANGING ANYHOW OR EVEN REMOVING EQUIPMENT IDENTIFICATION PLATE IS ABSOLUTELY FORBIDDEN; DO NOT COVER IT WITH TEMPORARY PANELS, ETC., SINCE IT MUST ALWAYS BE VISIBLE.

WARNING: Should the plate be accidentally damaged (removed from the equipment, damaged or even partially illegible) inform immediately the manufacturer.

19.0 FUNCTIONAL DIAGRAMS

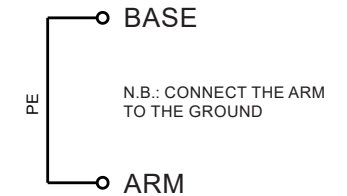
Here follows a list of the equipment functional diagrams.



INSTALLATION CHARGED TO CUSTOMER

V HZ	230	400
	50	10A aM
60	16A aM	10A aM

GROUND POWER CABLE 3P + GROUND X 1.5 mm2



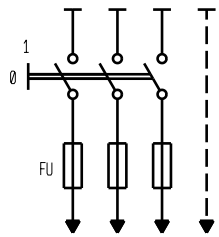
- IP TERMINALS
- 10.5; 11 = T/L3
 - 7 = S/L2
 - 3 = R/L1
 - 12 = W
 - 8 = V
 - 2 = U

NOTE: DO NOT CONNECT THE THERMAL PROBES



LIST OF COMPONENTS	
Drawing N°A - Rev. 0	146605510

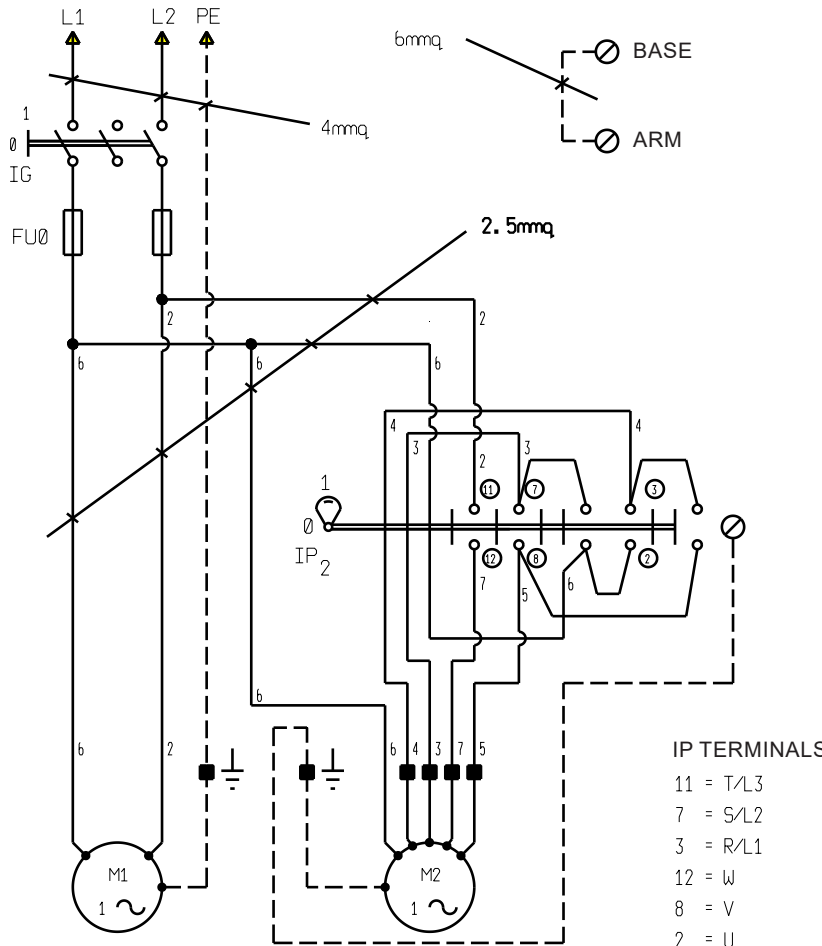
WIRING DIAGRAM



INSTALLATION CHARGED TO CUSTOMER

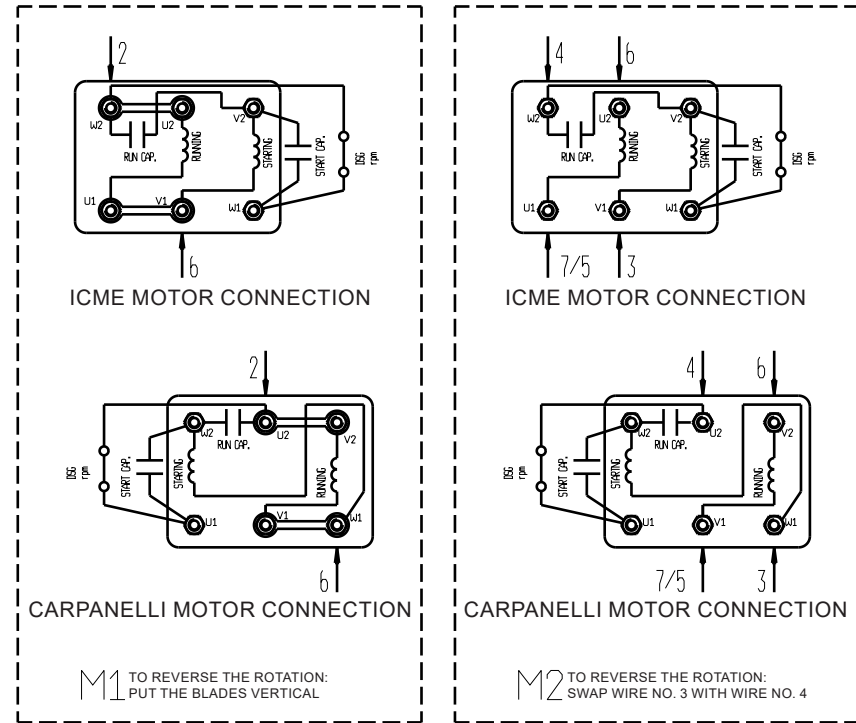
V	220
HZ	50
FU	25A aM
	60
	25A aM

GROUND POWER CABLE 2P + GROUND X 4 mm2



IP TERMINALS

- 11 = T/L3
- 7 = S/L2
- 3 = R/L1
- 12 = W
- 8 = V
- 2 = U



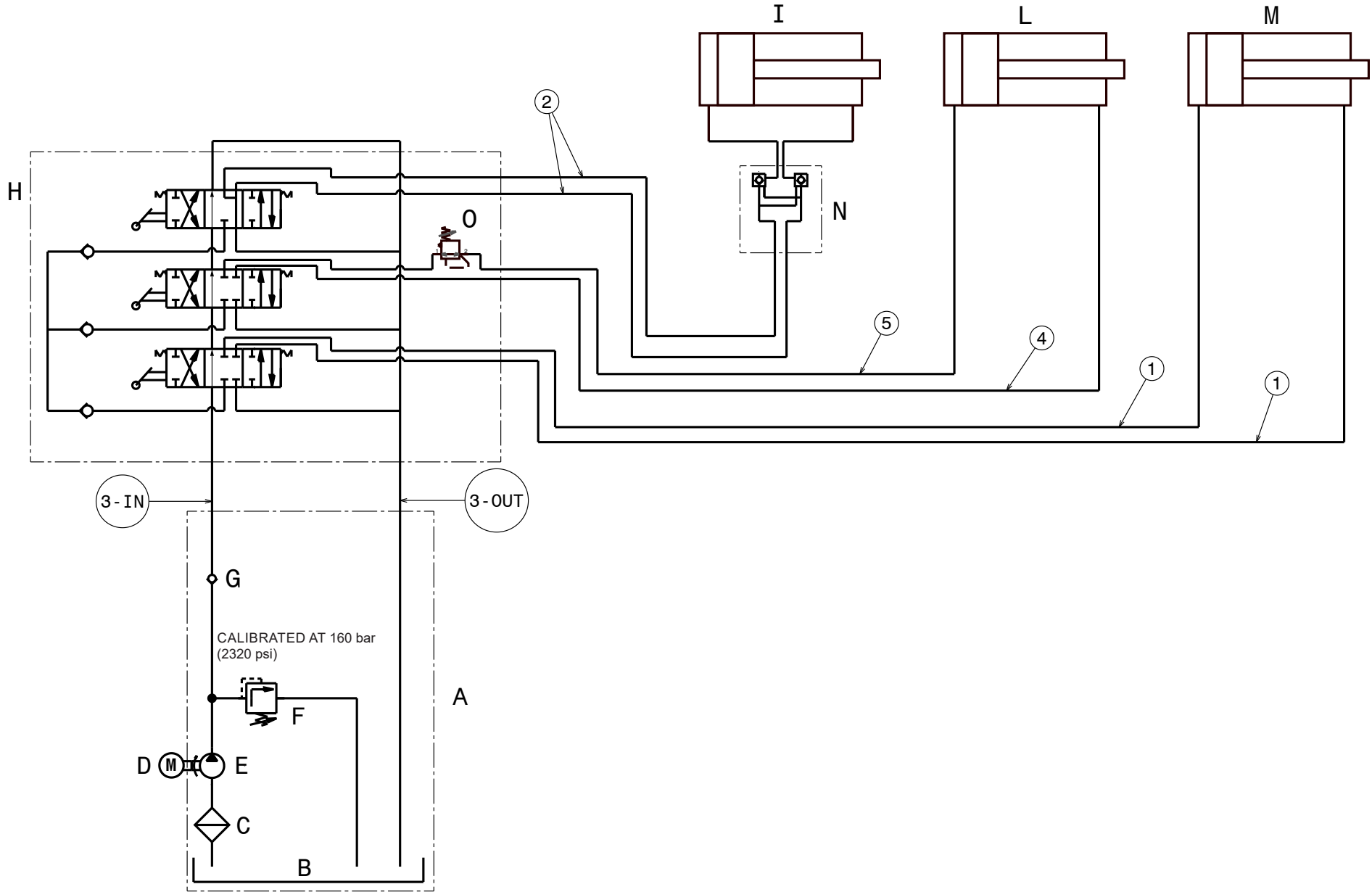
M1 TO REVERSE THE ROTATION:
PUT THE BLADES VERTICAL

M2 TO REVERSE THE ROTATION:
SWAP WIRE NO. 3 WITH WIRE NO. 4

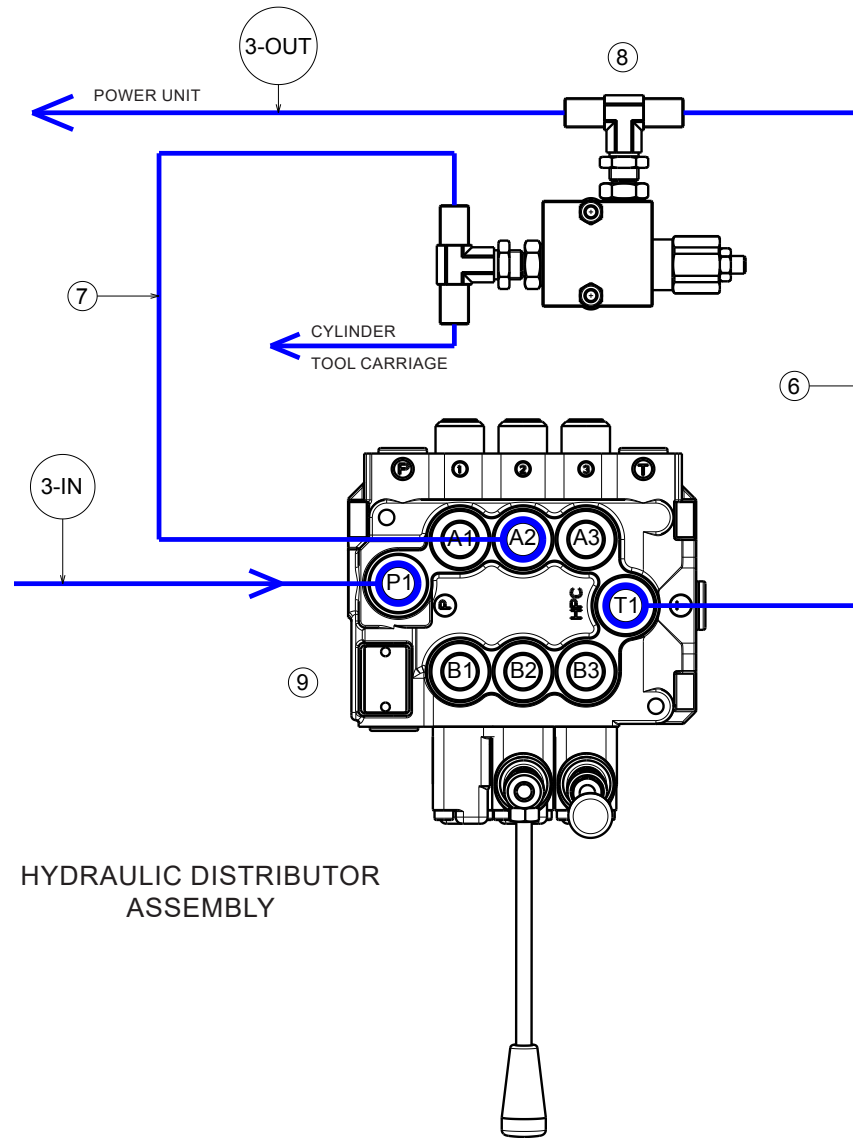


LIST OF COMPONENTS	
Drawing N°B - Rev. 0	146605521

WIRING DIAGRAM



RELIEF VALVE ASSEMBLY



HYDRAULIC DISTRIBUTOR ASSEMBLY

LIST OF COMPONENTS	
Drawing N°C - Rev. 0	750501051



LIST OF COMPONENTS

HYDRAULIC DIAGRAM 3/3

Drawing N°C - Rev. 0

750501051

TYRE-CHANGER SERIES
NAV11N - G96N - G526N

No.	Cod.	Description
1	750560010	Oil-pressure hose 3/16 L=4320
2	750560020	Oil-pressure hose 3/16 L=5750
3	750560030	Oil-pressure hose 3/16 L=4100
4	750560040	Oil-pressure hose 3/16 L=4050
5	750560250	Oil-pressure hose 3/16 L=3950
6	750560180	Oil-pressure hose 1/4 L=320
7	750560190	Oil-pressure hose 3/16 L=240
A		Power unit
B		Tank
C		Filter
D		Pump motor
E		Pump
F		Calibration valve
G		Single-acting valve
H		Control valve block
I		Chuck opening/closing cylinder
L		Carriage movement cylinder
M		Chuck lifting cylinder
N		Module + double driven check
O		Pressure regulator
P1		Oil inlet
T1		Oil outlet
A1		Chuck opening
B1		Chuck closing
A2		Tool carriage forward
B2		Tool carriage backward
A3		Chuck down
B3		Chuck up

Content of the EC declaration of conformity (with reference to point 1.7.4.2, letter c) of directive 2006/42/EC)

With reference to annex II, part 1, section A of directive 2006/42/EC, the declaration of conformity accompanying the machinery contains:

1. the business name and full address of the manufacturer and, where applicable, its authorised representative;
See the first page of the manual
2. name and address of the person authorised to compile the technical file, who must be established in the Community;
It coincides with the manufacturer, see the first page of the manual
3. description and identification of the machine, including generic name, function, model, type, serial number, trade name;
See the first page of the manual
4. a statement explicitly declaring that the machinery is in conformity with all the relevant provisions of this directive and, where appropriate, a similar statement declaring conformity with other community directives and/or relevant provisions with which the machinery complies. These references must be those of the texts published in the Official Journal of the European Union;
The machinery must comply with the following applicable Directives:

2006/42/CE	Machinery Directive
2014/30/EU	Electromagnetic Compatibility Directive
5. where appropriate, the name, address and identification number of the notified body which carried out the EC type-examination referred to in annex IX and the number of the EC type-examination certificate;
N/A
6. where appropriate, the name, address and identification number of the notified body which approved the full quality assurance system referred to in annex X;
N/A
7. where appropriate, reference to the harmonised standards referred to in article 7, paragraph 2, which have been applied;

UNI EN ISO 12100:2010	Safety of machinery - General principles for design - Risk assessment and risk reduction;
CEI EN 60204-1:2018	Safety of machinery - Electrical equipment of machines - Part 1: General requirements
8. where appropriate, reference to other standards and technical specifications applied;

UNI EN 17347:2001	Road vehicles – Machines for mounting and demounting vehicle tyres – Safety requirements
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9. place and date of declaration;
Ostellato, / /
10. identification and signature of the person authorised to draw up the declaration on behalf of the manufacturer or its authorised representative.
PERETTI PIERLUIGI VP VSG Global Operations

Content of the declaration of conformity (with reference to Schedule 2, Part 1, Annex I, point 1.7.4.2, letter c) of UK Statutory Instrument 2008 No. 1597)

With reference to schedule 2 annex I, part1, section A of UK Statutory Instrument 2008 No. 1597, the declaration of conformity accompanying the machinery contains:

1. the business name and full address of the manufacturer and, where applicable, its authorised representative;

Manufacturer: see the first page of the manual.

Authorised representative:

VEHICLE SERVICE GROUP UK LTD

3 Fourth Avenue - Bluebridge Industrial Estate - Halstead

Essex CO9 2SY - United Kingdom

2. name and address of the person authorised to compile the technical file;
It coincides with the authorized representative, see point 1

3. description and identification of the machine, including generic name, function, model, type, serial number, trade name;

See the first page of the manual

4. a sentence expressly declaring that the machinery fulfils all the relevant provisions of these Regulations and where appropriate, a similar sentence declaring the conformity with other enactments or relevant provisions with which the machinery complies;

The machinery complies with the following applicable UK Statutory Instruments:

The Supply of Machinery (Safety) Regulations 2008

The Electrical Equipment (Safety) Regulations 2016

The Electromagnetic Compatibility Regulations 2016

5. where appropriate, the name, address and identification number of the approved body which approved the full quality assurance system referred to in Annex X (Part 10 of this Schedule);
N/A

6. where appropriate, the name, address and identification number of the approved body which approved the full quality assurance system referred to in Annex X (Part 10 of this Schedule);
N/A

7. where appropriate, a reference to the designated standards used;

BS EN ISO 12100:2010 Safety of machinery - General principles for design - Risk assessment and risk reduction;

BS EN 60204-1:2018 Safety of machinery - Electrical equipment of machines. General requirements.

BS EN 61000-6-3:2007 Electromagnetic compatibility (EMC) - Part 6-3. Generic standards - Emission standard for residential, commercial and light-industrial environments.
+A1:2011 +AC:2012

BS EN 61000-6-2:2005 Electromagnetic compatibility (EMC) - Part 6-2. Generic standards - Immunity for industrial environments.
+AC:2005

8. where appropriate, reference to other standards and technical specifications applied;
N/A

9. place and date of declaration;

Ostellato, / /

10. identification and signature of the person authorised to draw up the declaration on behalf of the manufacturer or its authorised representative.

PERETTI PIERLUIGI VP VSG Global Operations